

Topeka

Metropolitan Transit Authority

In response to Request for Proposal

by: Topeka Metro
for: Technology for Buses
ref: RFP TM-24-01
Date of this Proposal: November 30, 2023



connexionz
SMARTER TRANSIT SOLUTIONS

14 December 2023

Topeka Metropolitan Transit Authority

201 N. Kansas Ave.

Topeka, KS 66603

RE: Topeka Metropolitan Transit Authority Technology for Buses RFP TM-24-01

Dear Richard

Connexionz thanks the Topeka Metropolitan Transit Authority for the opportunity to participate in the above-referenced RFP with no known conflicts of interest. We look forward to earning your trust for a business relationship that serves your ever-changing needs and will focus on the welfare and satisfaction of your team and ridership.

We have applied significant effort and resources to identify what we believe to be the best optimal configuration to satisfy your requirements and long-term vision. We understand that you require the following:

- CAD/AVL: Fixed route dispatch
- CAD/AVL: Route Management
- Audio Voice Announcements
- Automatic Passenger Counters
- Certified NTD reports
- Customer-facing mobile app
- Customer-facing public website
- On-vehicle next stop signs
- On-vehicle head and destination sign integration
- IVR
- SMS
- Live streaming of onboard video system footage
- 3-year warranty
- 5-year support plan
- Dynamic Message Signs

Connexionz will be the prime contractor to unlock the full potential of an ITS solution; ensuring Topeka Metropolitan Transit performs under the watching eye of the public and provides quality data to inform and engage the public transit network.

You won't be left high and dry. Many of our customers have been with us for 15 or more years. Unsurprisingly, their needs have evolved, and our system has evolved along with them.

As part of your support and maintenance package, we do preventative maintenance. This means that with our system, your riders will come to rely on it without a second thought, planning their trips, timing their walk to their stop, following the progress of their journey, and getting off at the right time.

Access the system anywhere, anytime. Our CAD/AVL intelligent transportation system (ITS) is cloud-based and enables you to monitor and manage your operations anywhere easily.



We produce and use highly accurate GPS data to tell you where your vehicles are, have been, and where they will be. This is the basis for all the tools and services that allow you to plan and implement new services, manage them once they go operational, keep your team informed on their performance, and let your riders confidently plan and manage their journeys.

Minimize downtime between CAD/AVL systems. We have given you our standard project timeline. However, we are aware that DoubleMap customers have been given deadlines after which their system may be shut down. We can minimize the time that your vehicles may not be tracked and dispatched by speeding up this aspect of the deployment. This means that your vehicles could be tracked and dispatched within 6 weeks after notice to proceed, however, any other on-vehicle functionality would still need to be installed afterward. We hope this flexibility assists you in your planning and minimizing your costs.

We've worked with fleets of new and older buses. All our customers have mixed fleets with different procurement dates, some spanning many years. Our system works with them all without significant issues.

Real-time information anytime, anywhere. Research shows that a key factor in whether riders choose public transport is the uncertainty and consequential anxiety that arises from whether they can successfully connect with their services and arrive in time to make their planned event.

Providing real-time passenger information in a way that riders can access before and during their trip helps take away much of the uncertainty associated with using public transport services.

With our system, your riders will be able to plan their trips, follow our optional trip planner to navigate their way to their stop to be picked up, track their progress using our mobile app, keep an eye on on-bus signage, or keep an ear out for audio announcements so that they know when to alight from the bus and follow the journey planner to walk the last few feet to their destination.

[Redacted text block]

Our system is reliable. Every year, our system provides over 1.2 billion GPS positions with an uptime of over 99.99%. Our proprietary hardware has a mean time between failure rate of over 15 years. The high accuracy, reliability, and punctuality mean your riders will spend less time waiting at stops. They won't be as exposed to inclement weather, they won't be so exposed to petty crime, and they will feel safer. They can be confident that they will reach their final destination on time.

Our system is expandable. Many of our customers have been with us for well over ten years. Naturally, during that time their needs have evolved, and we have evolved with them. Our system is based on open standards therefore we can bring in wayside signage and other technologies as our customers' needs grow. To illustrate this, we have included pricing for a solar-powered 13" e-paper sign as an option.

[Redacted text block]



We look forward to discussing our proposal in more detail with you.

Yours sincerely, Authorized Representative:

A handwritten signature in black ink, appearing to read "Patrick O'Donnell", with a horizontal line underneath.

Chief Executive Officer

for

Patrick O'Donnell

Senior Sales Executive

Tel: (712) 242-8688

patrick.odonnell@connexionz.com

This Proposal shall remain valid for at least 90 days from the submittal date. If Topeka Metropolitan Transit Authority receives a Freedom of Information Act request, please advise us, and we will provide you with a redacted copy.

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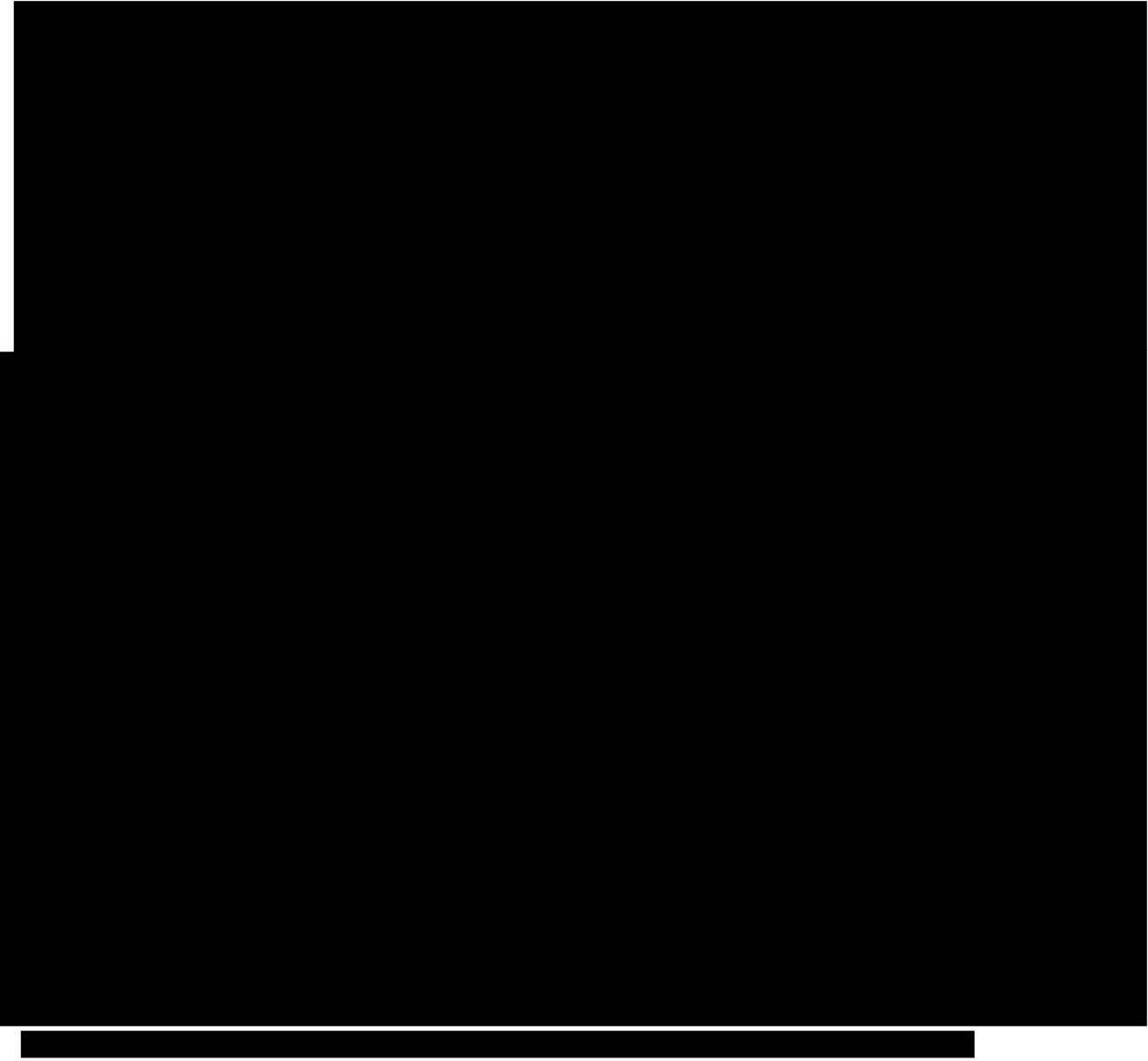
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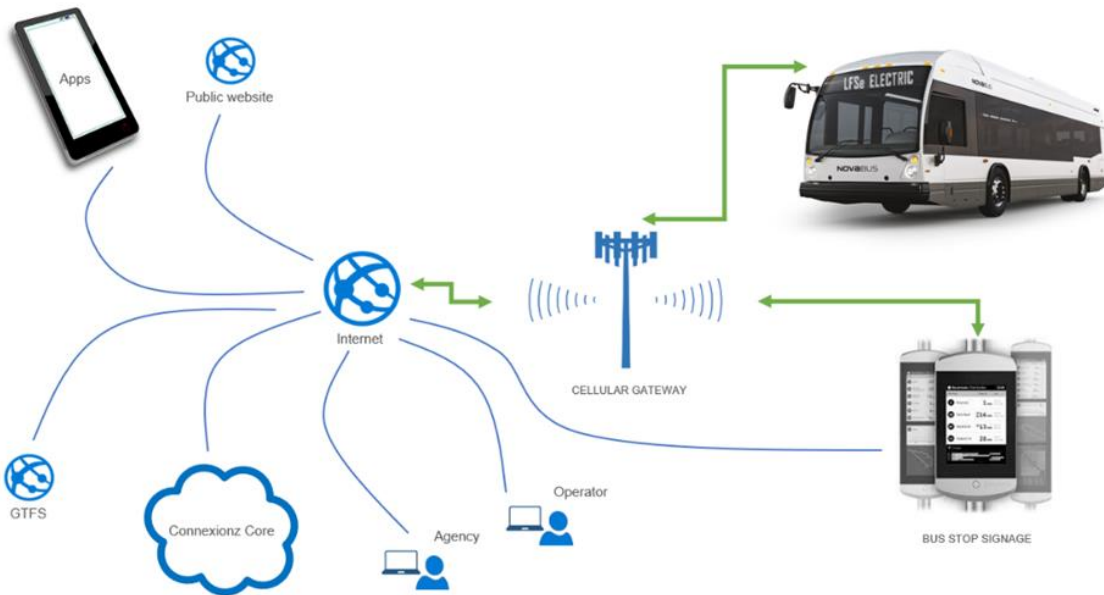
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Functional Requirements – Required

Computer Aided Dispatch (CAD)



Our CAD/AVL intelligent transportation system (ITS) is cloud-based and enables you to monitor and manage your operations easily anywhere, anytime.

We produce and use highly accurate GPS data to let you know where your vehicles have been, where they are, and where they will be in the future. This is the basis for all the tools and services that allow you to plan and implement new services, manage them once they go operational, keep everybody informed on how well they are performing, and allow your riders to plan and manage their journeys with confidence.



Dispatch

Dispatch is a web-based software that enables Dispatchers to accurately monitor and manage fleet activity in real-time. **Dispatch** allows system users to review real-time operations and replay historical data.

Monitoring	Monitor all fleet operations in real-time. Monitor alerts and alarms from the onboard system. Filter trips that might be late, early, or off route.
Tracking	View vehicle position, speed, and on-time performance. View by individual vehicles or stops, by trip, by route, or entire. Fleet management.
Management	Manage route and stop information including timepoints, stops on route, or flag stops. Assign vehicles to routes, blocks, trips, etc.



Messaging	Pre-defined text messaging to Mobile Data Terminals (MDTs). Respond to on-time performance, off-route activity, and covert alarm incidents.
Analysis Reports	View and generate a wide array of system analysis reports. Enter exceptions and notes to audit to OTP reporting. Utilize passenger counts, mileage, and stop-based reports for service planning and the NTD.
System Controls	Distribute important service alert information to the public. Set system to schedules or headway times. Control of electronic displays (LED/LCD) and ad-hoc messages.

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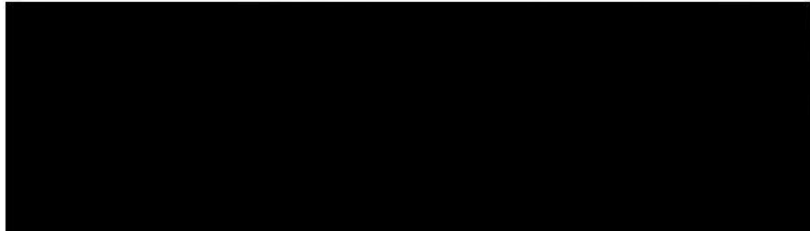
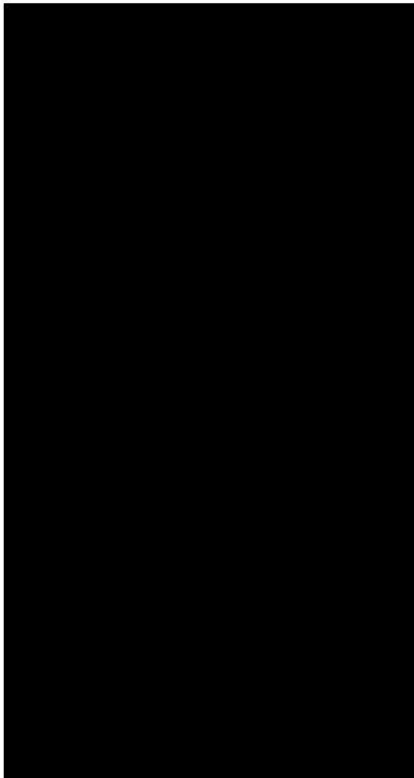
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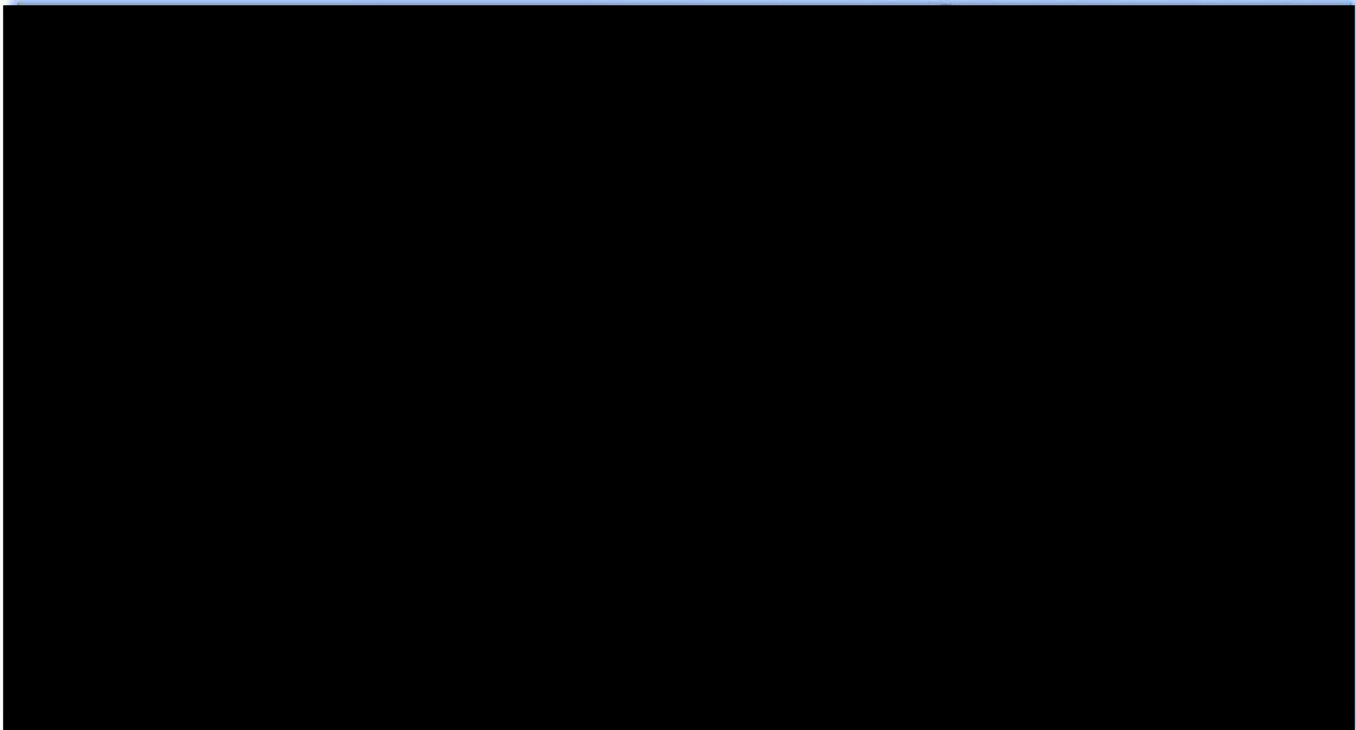
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Active Trips and Schedule Adherence – Bars represent how the trip should be progressing in real-time.

- Route 9 is running to schedule as the blue dot represents where on the trip the vehicle is in real-time; whereas,
- Route 2 is ahead of schedule and its timepoint and should slow down.
- Route 4 has a vertical yellow bar on the left-hand side of the trip to show a warning; plus, the progress bar has automatically turned orange. Route 4 has a vertical yellow bar on the left-hand side of the trip to show a warning; plus, the progress bar has automatically turned orange. As the dispatch user hovers the cursor over the route 4 trip, a dialog box appears noting the warning. In this instance, the trip had a late departure and was late at one of the timepoints.



Active Trip with Tracker: Trip tracker allows Dispatchers to view passenger counts, vehicle speed, and the location for an active or historical trip.

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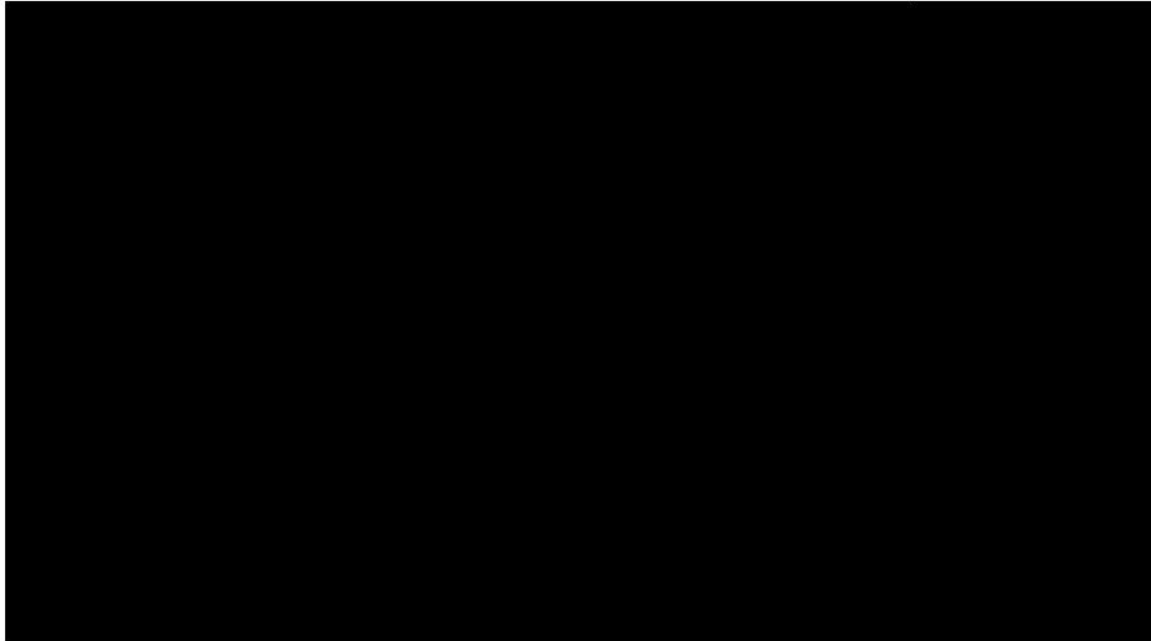
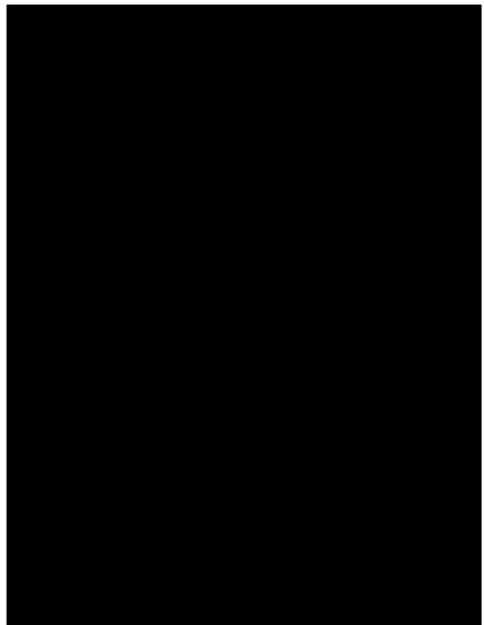
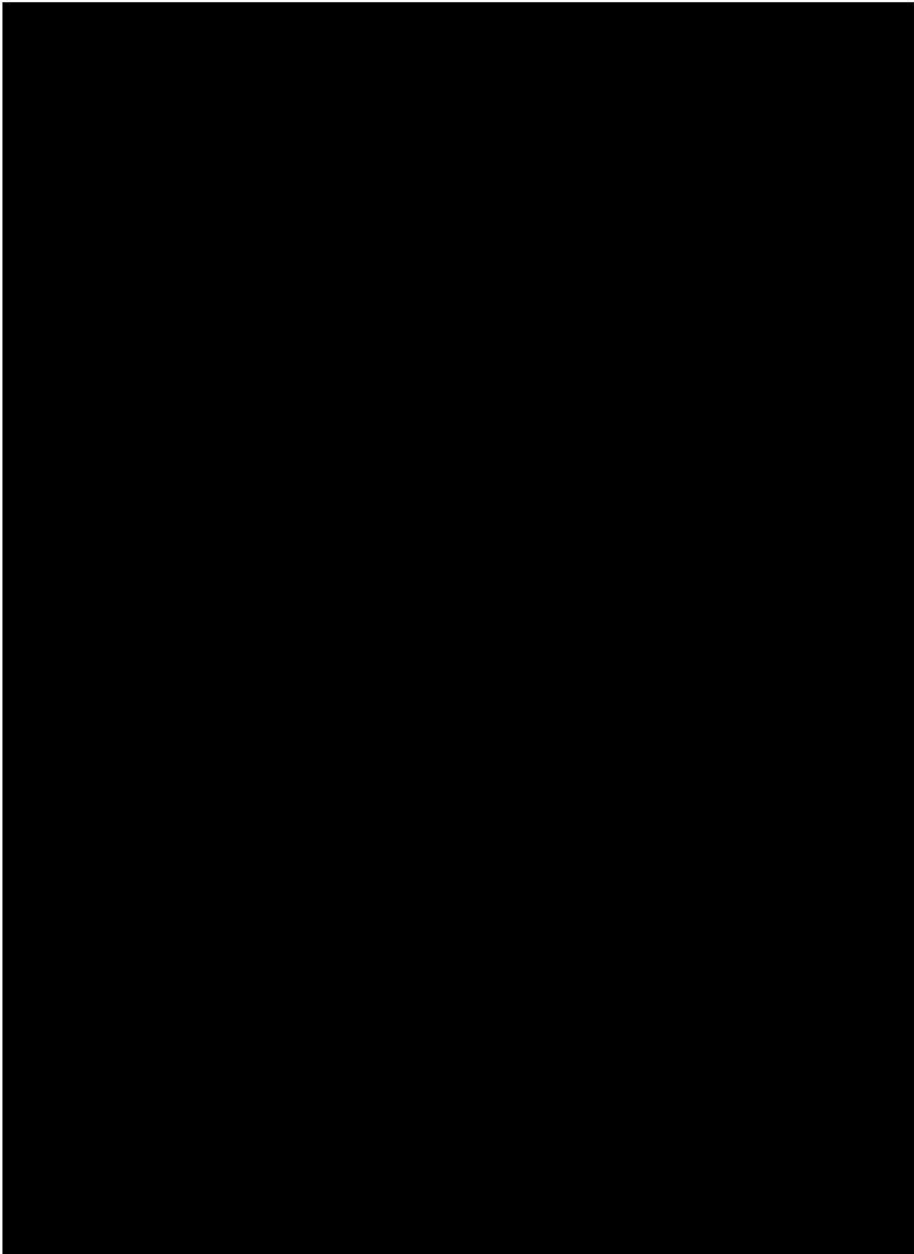
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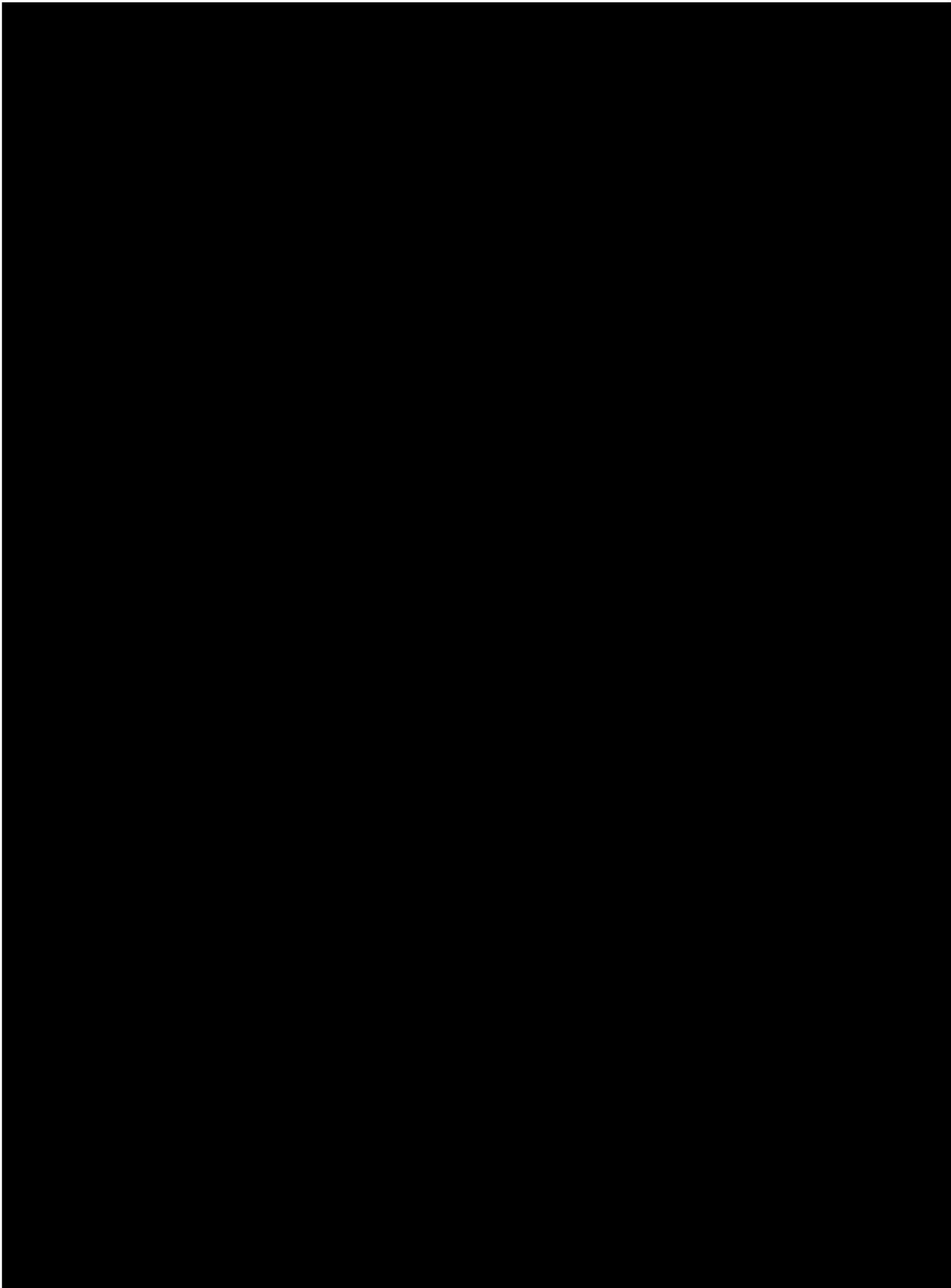
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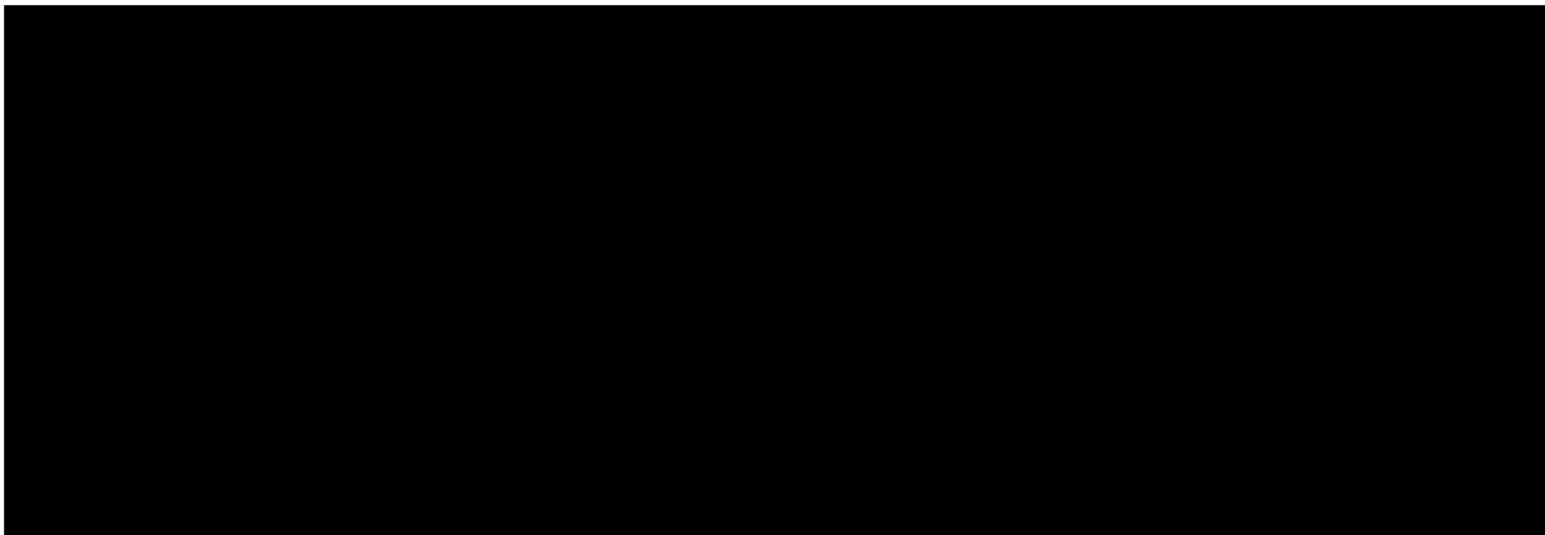
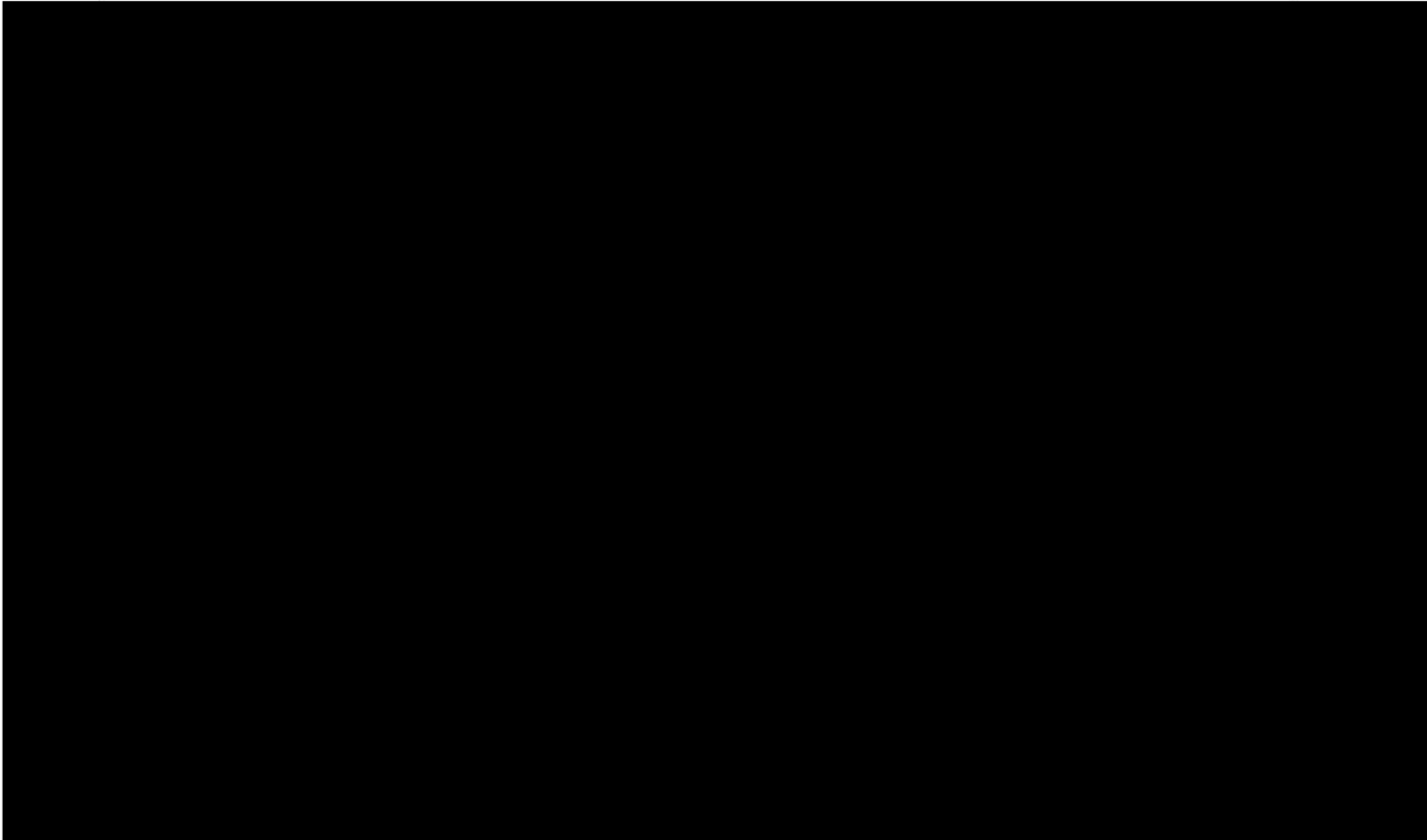


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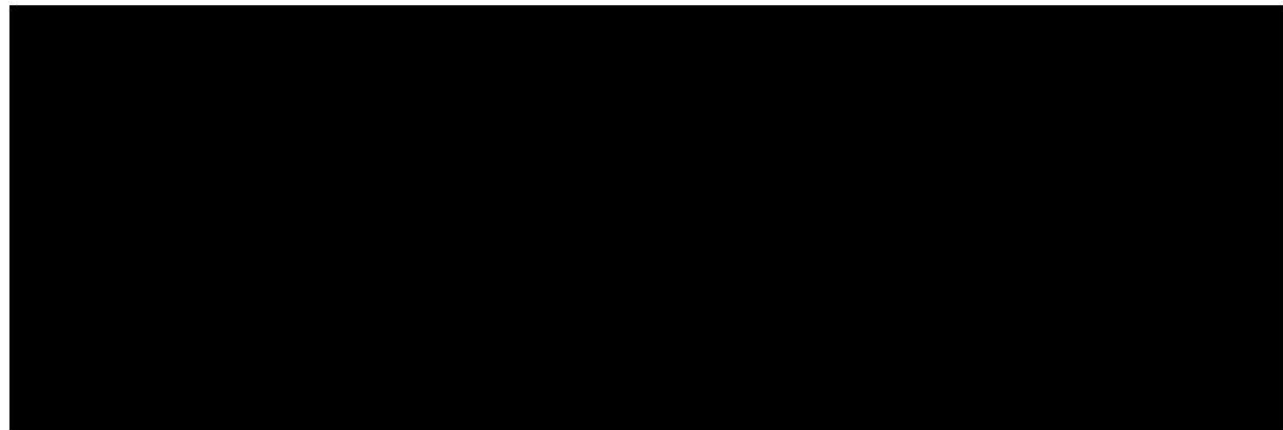
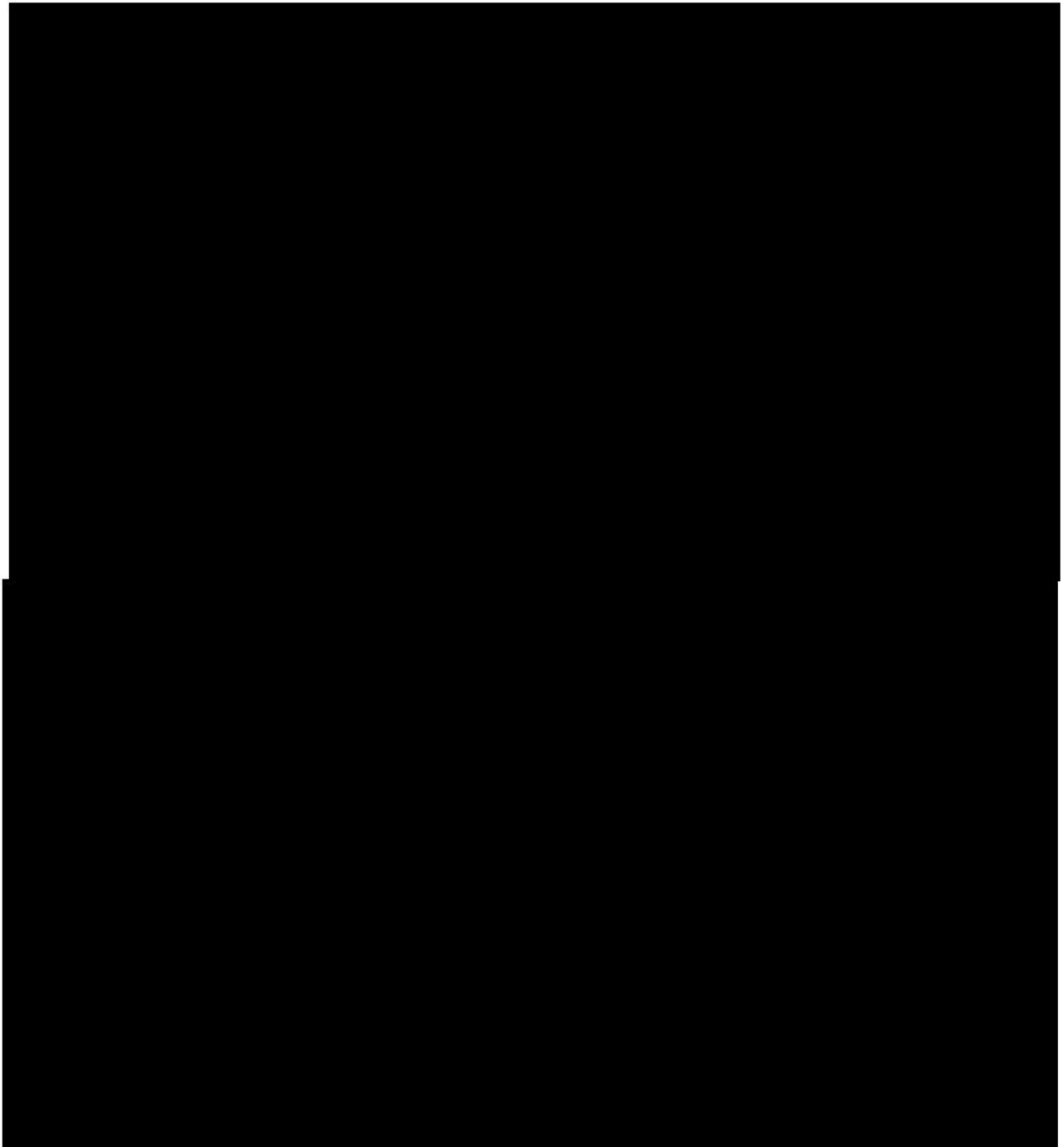
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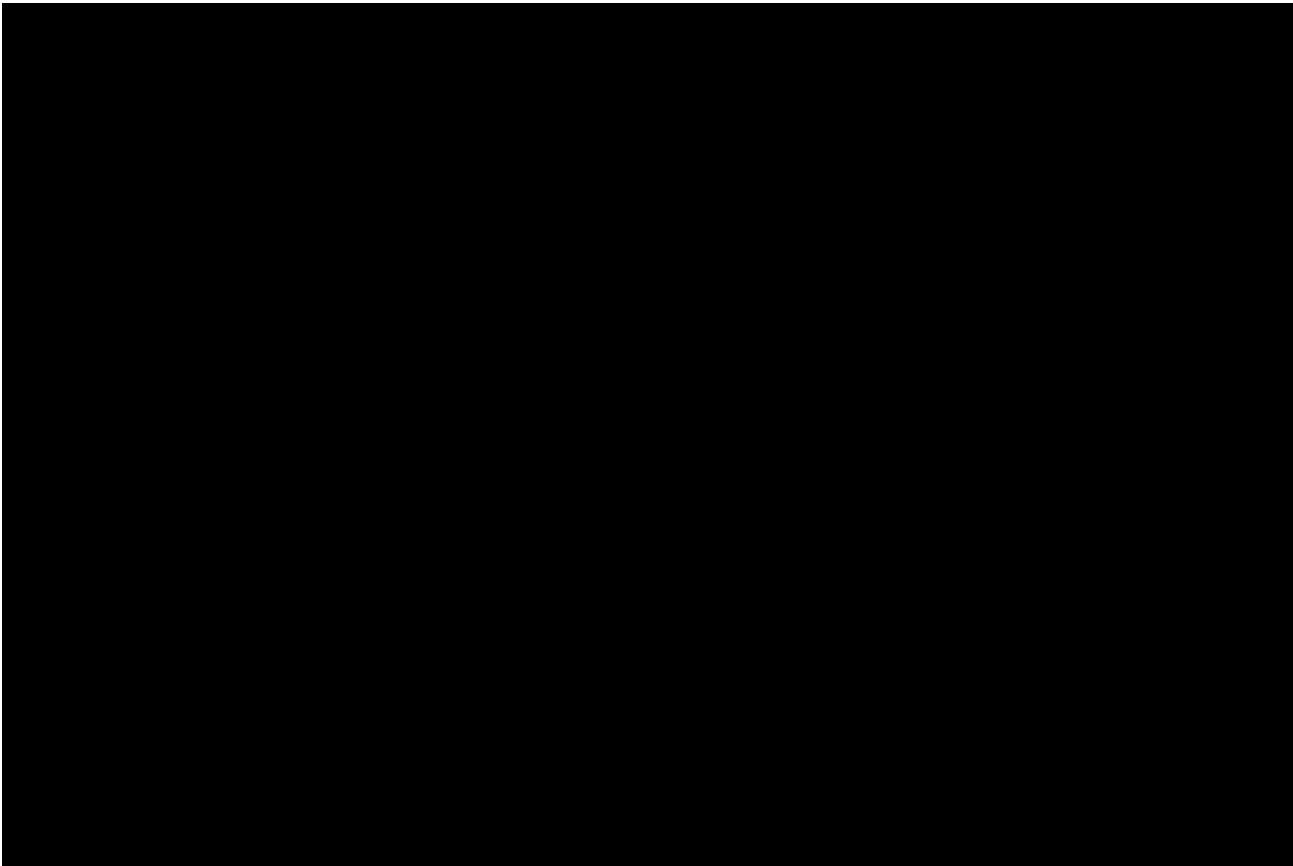
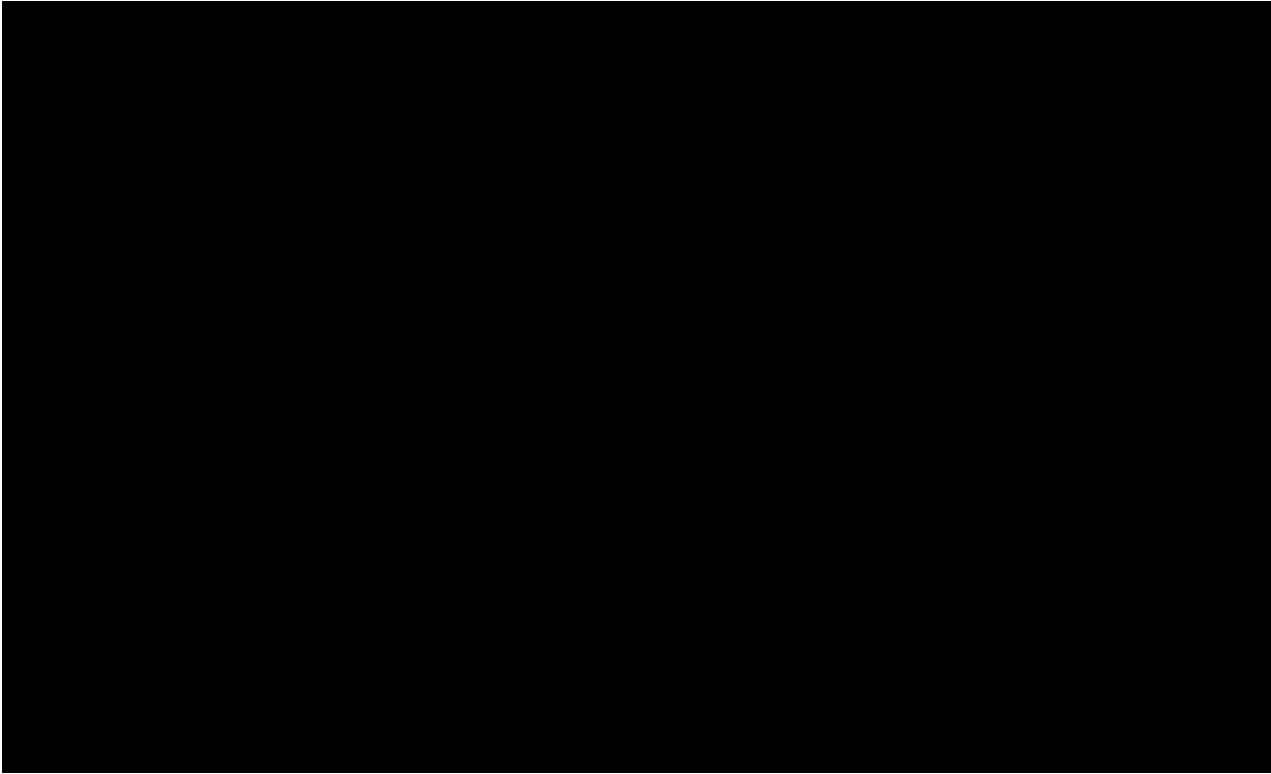
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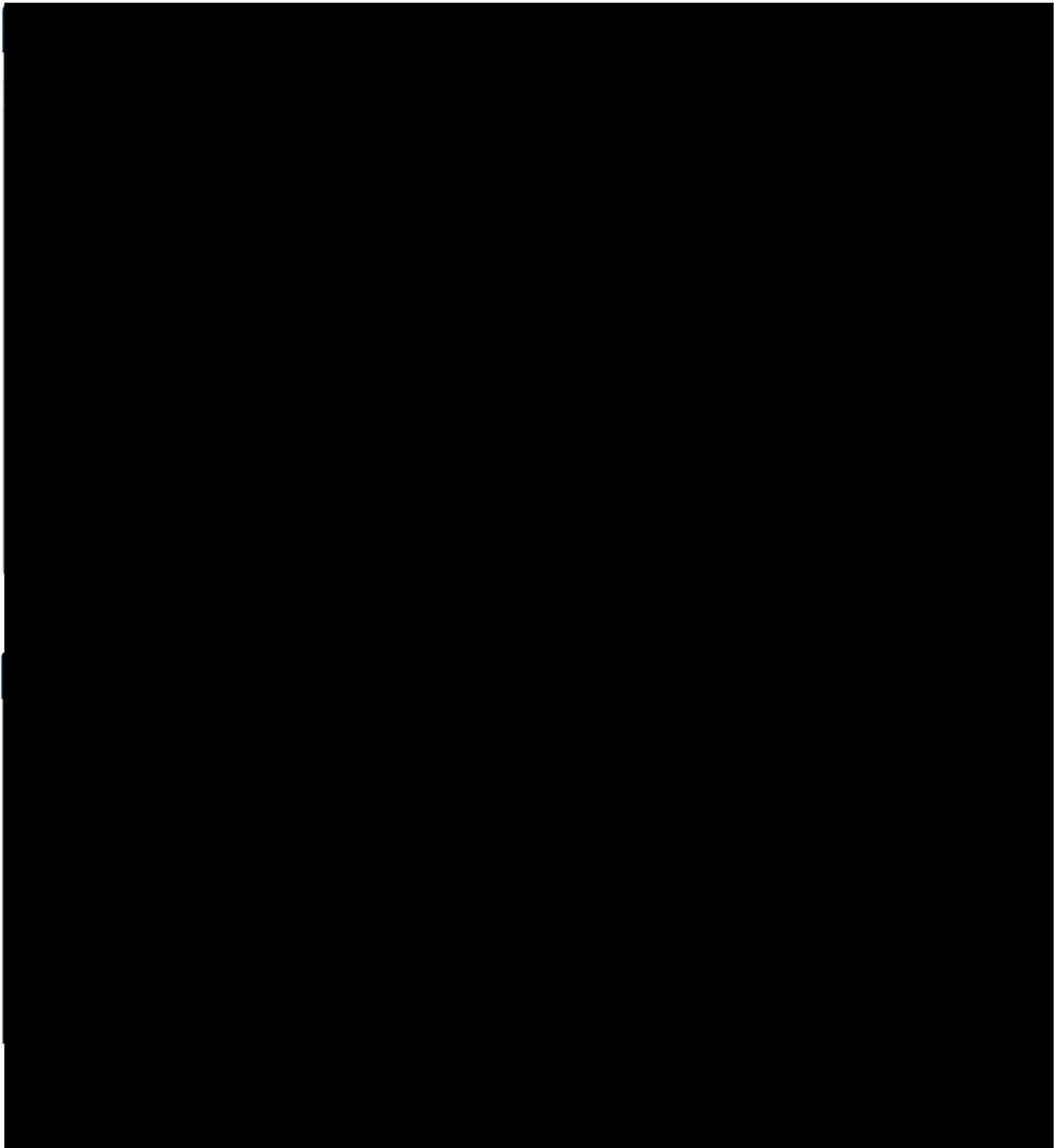
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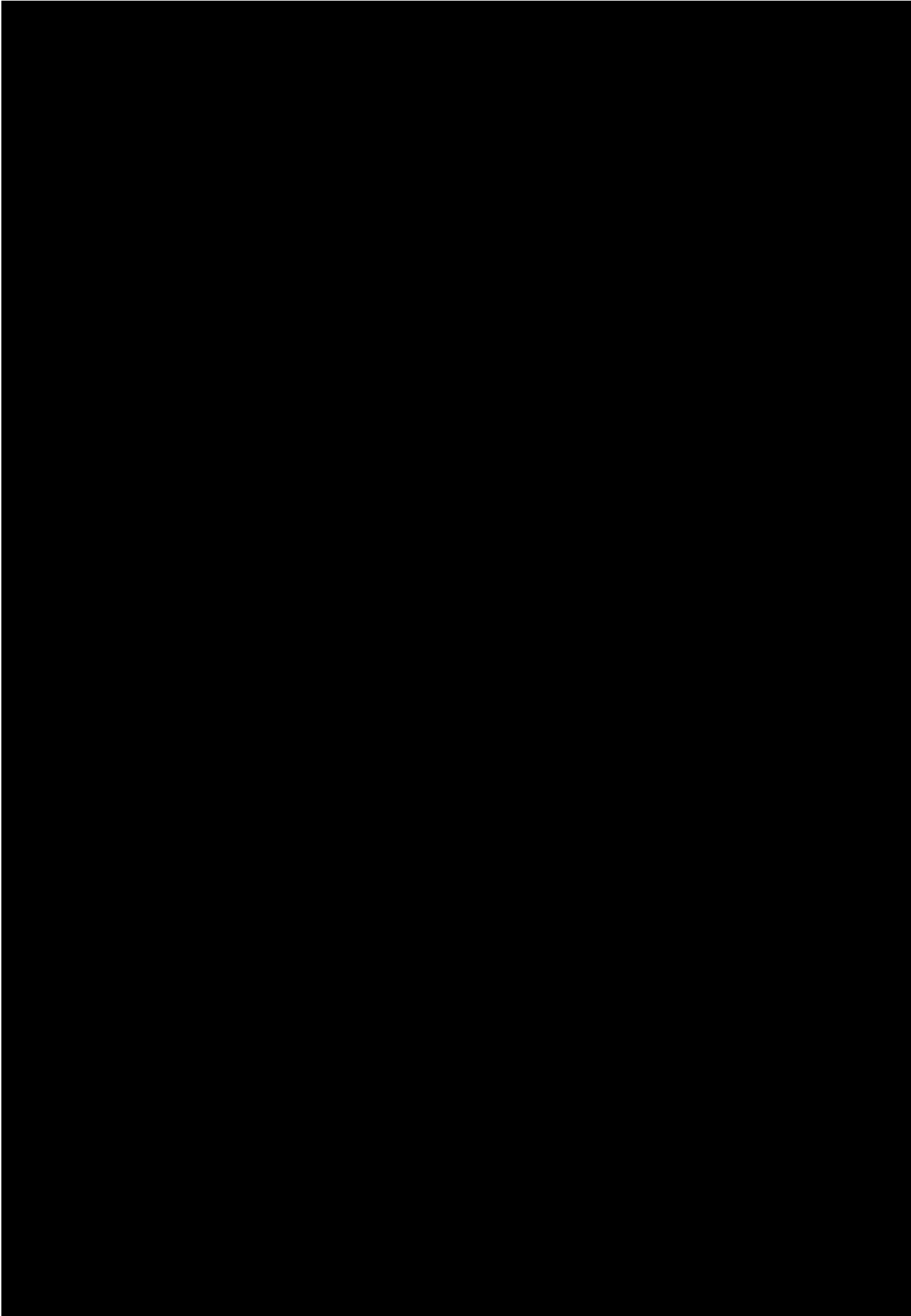
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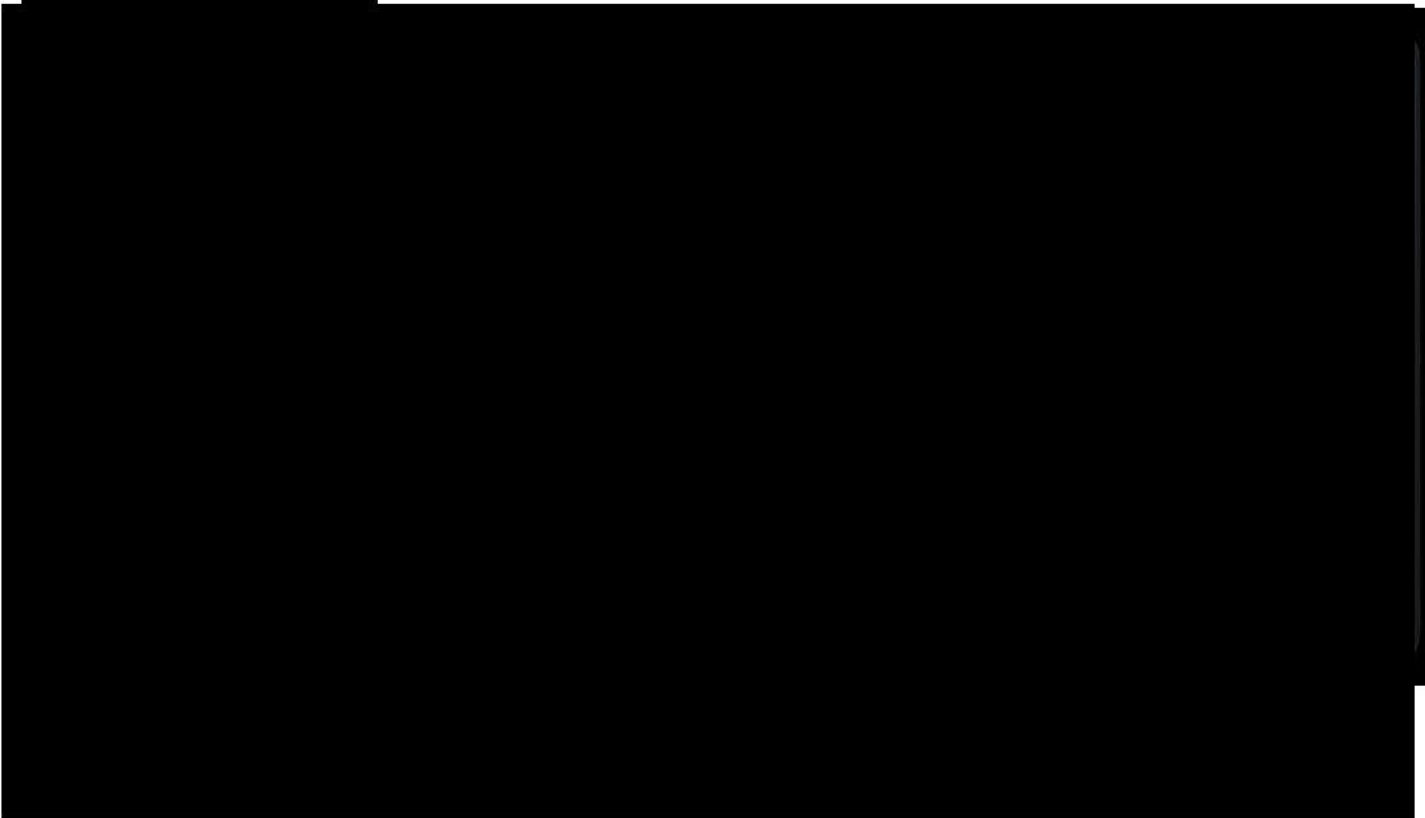
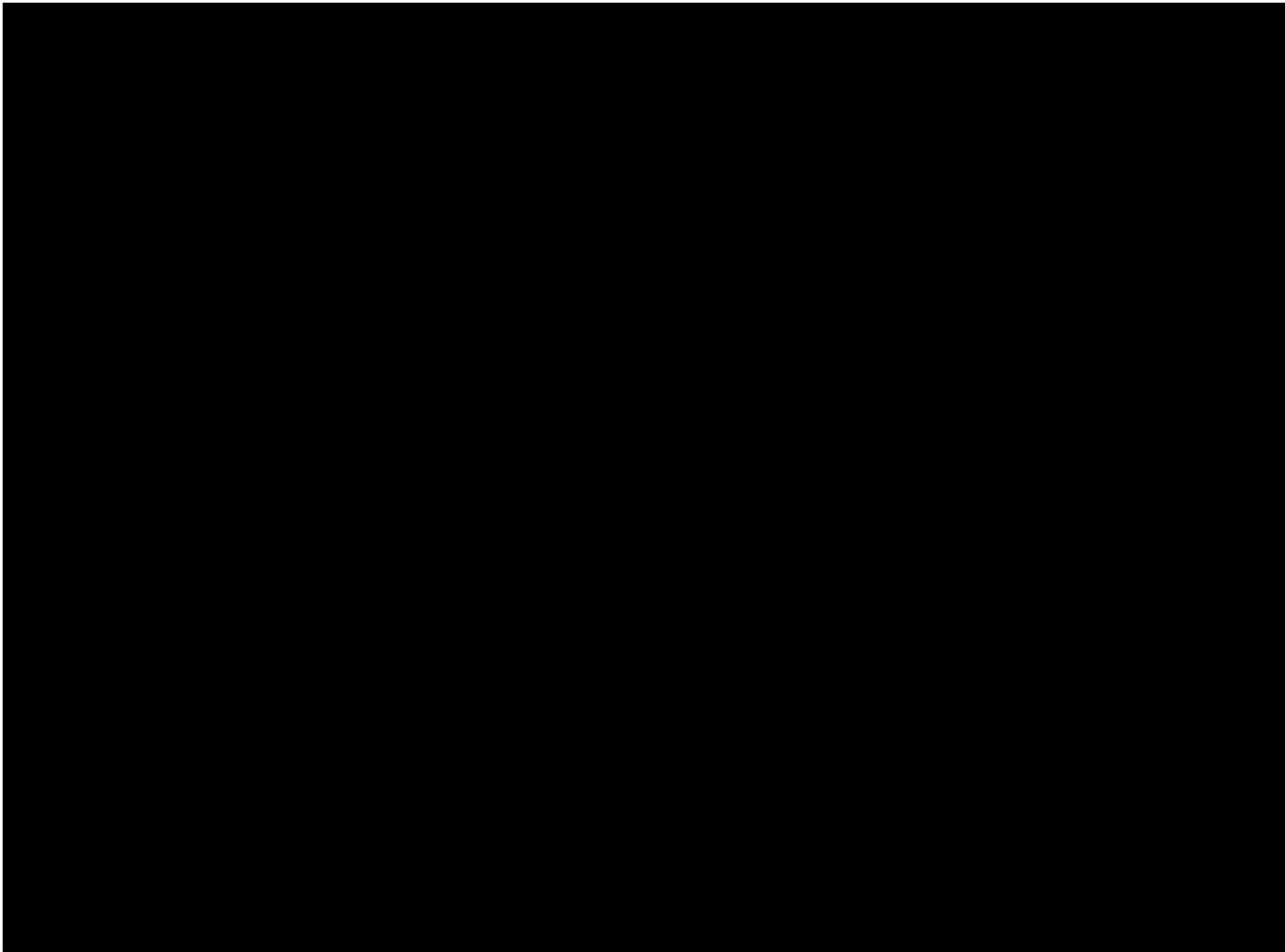
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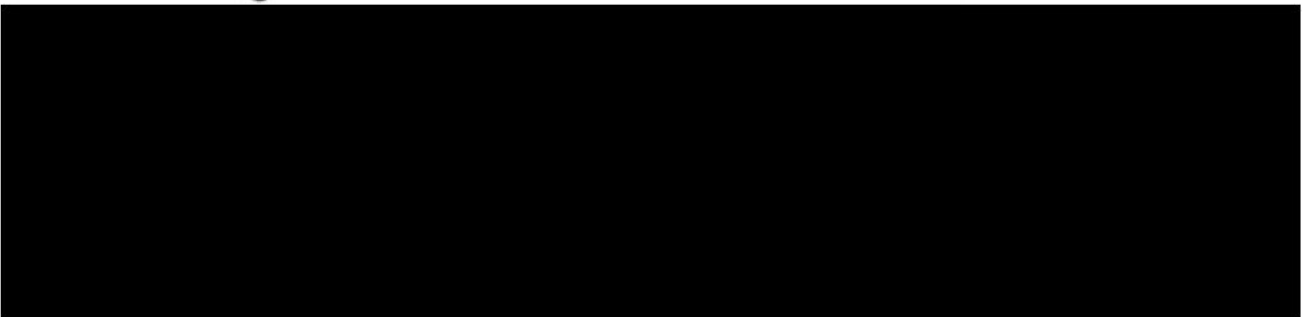
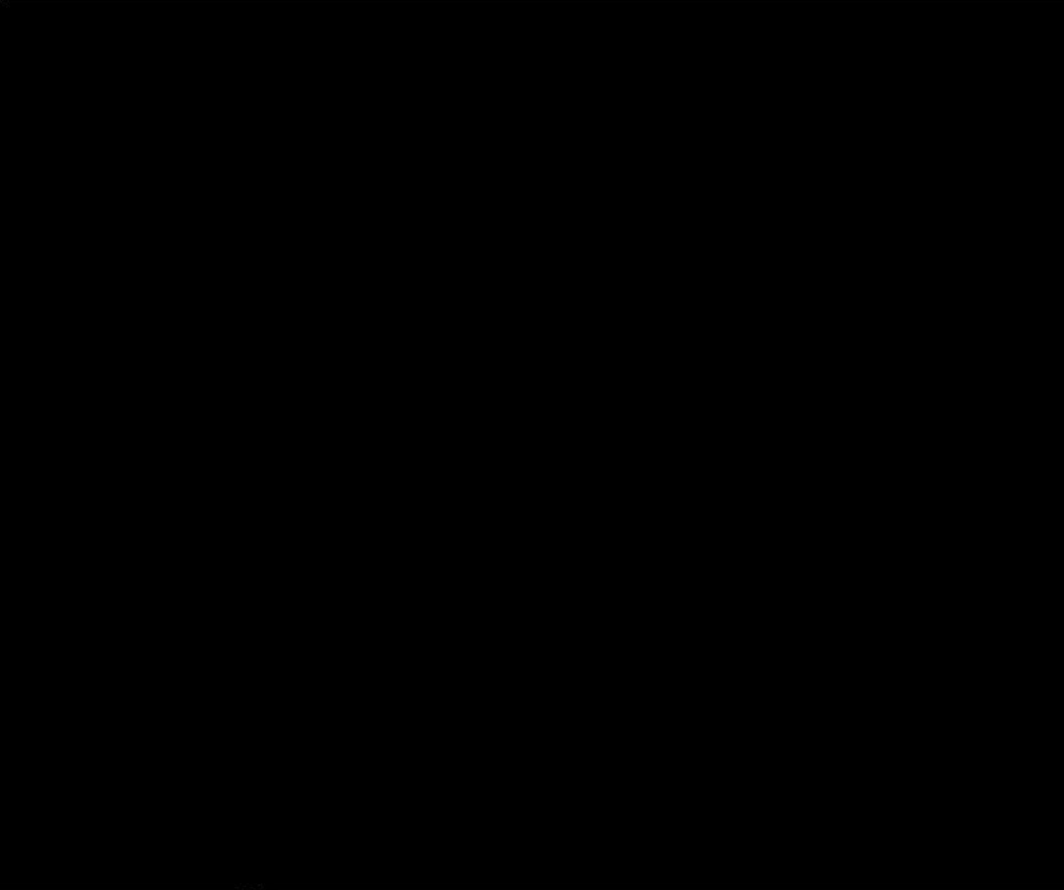
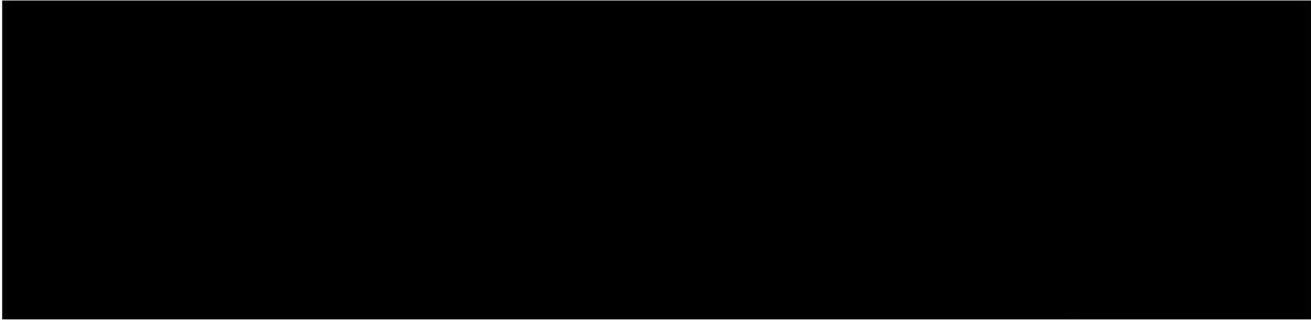
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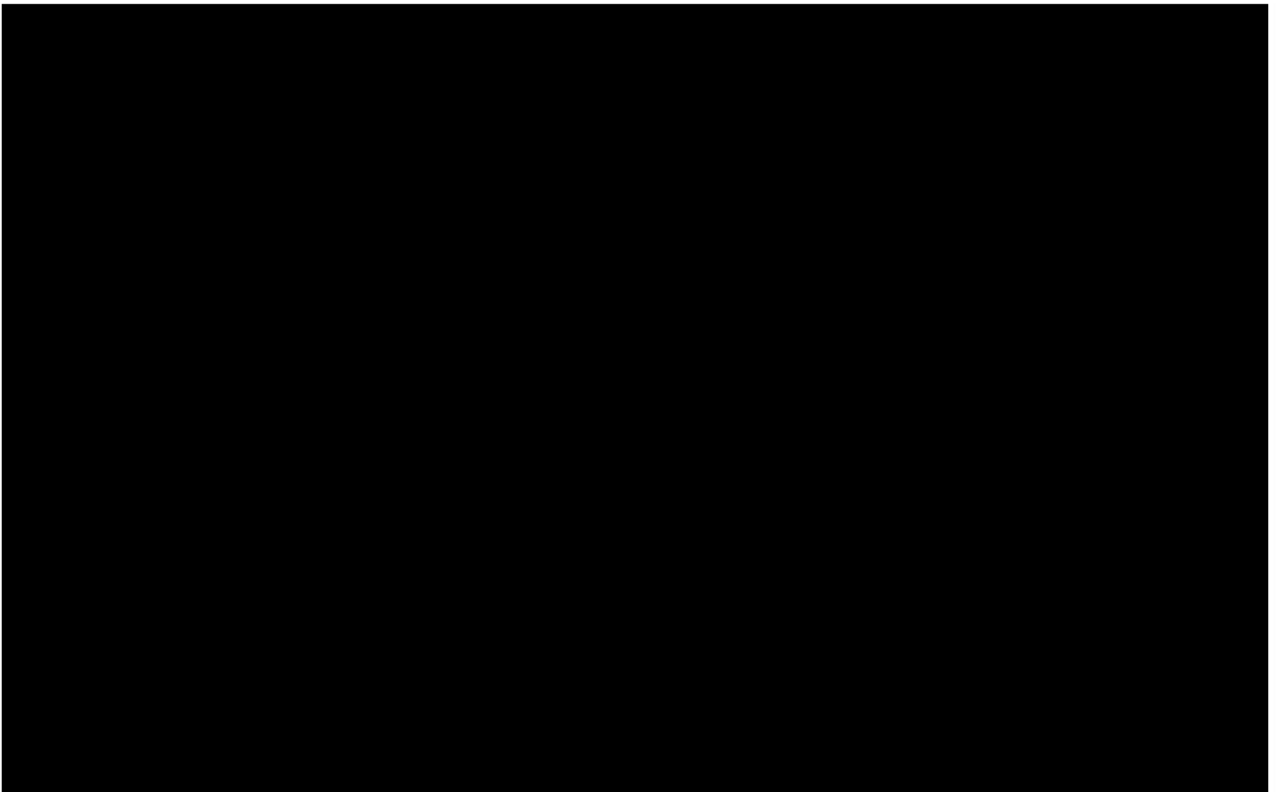
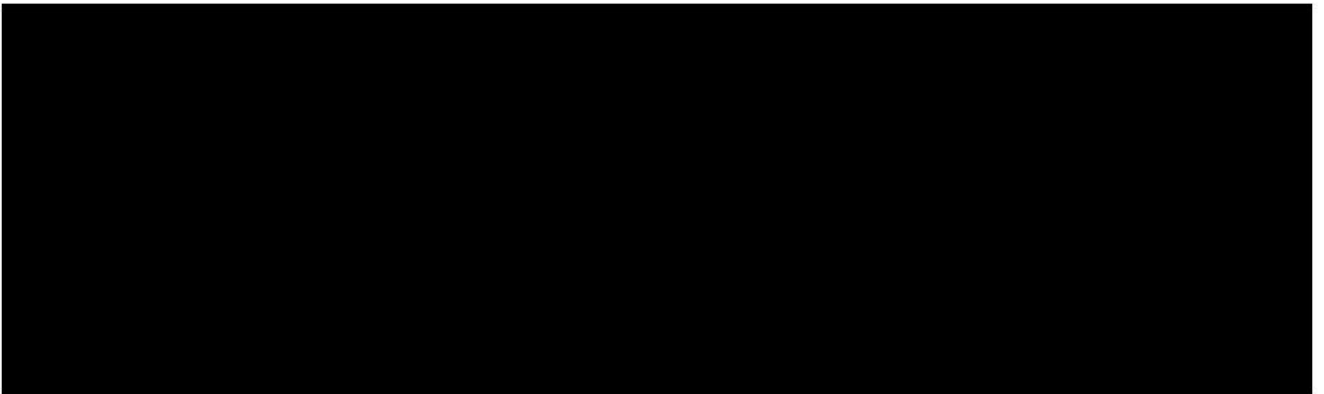
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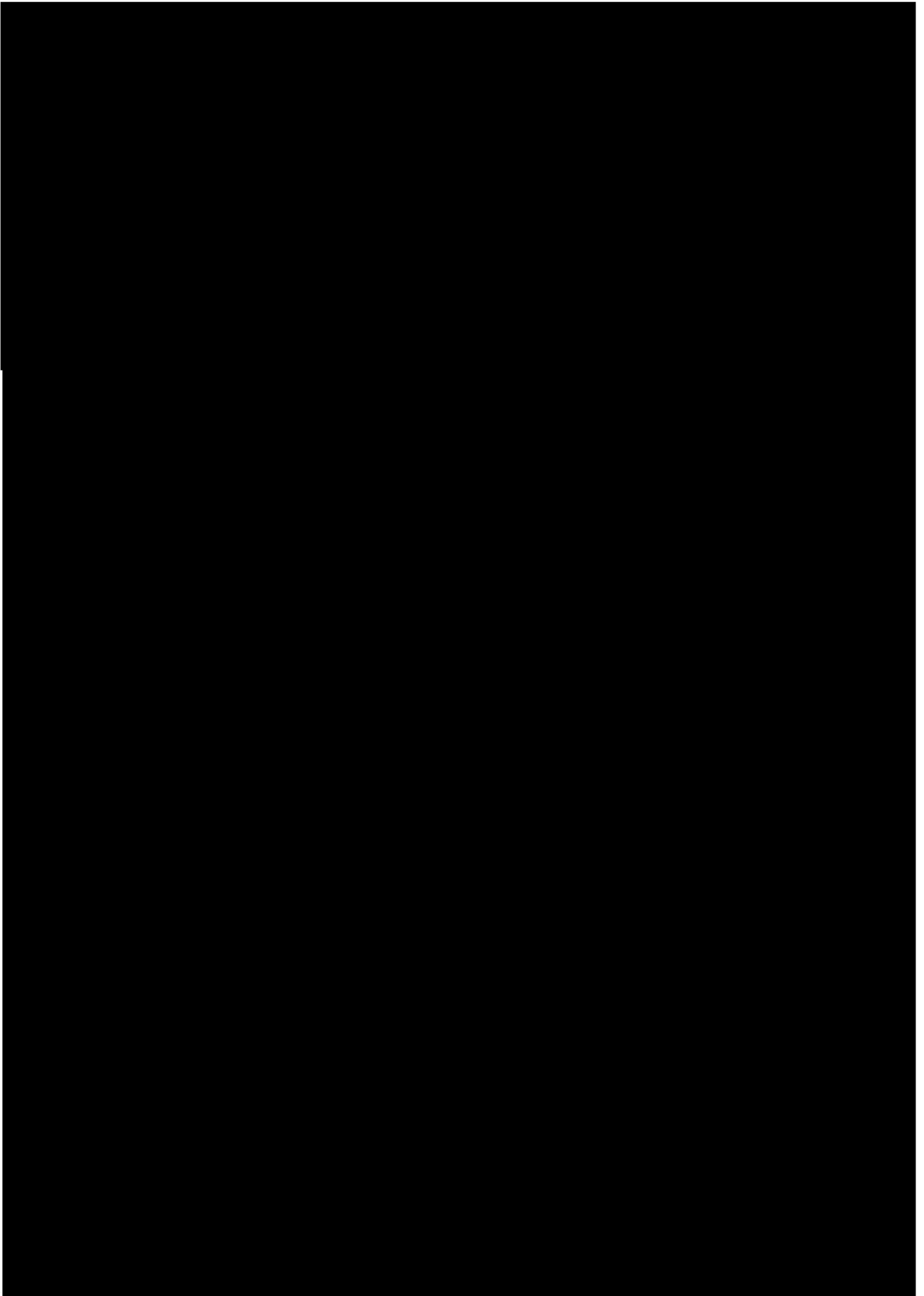
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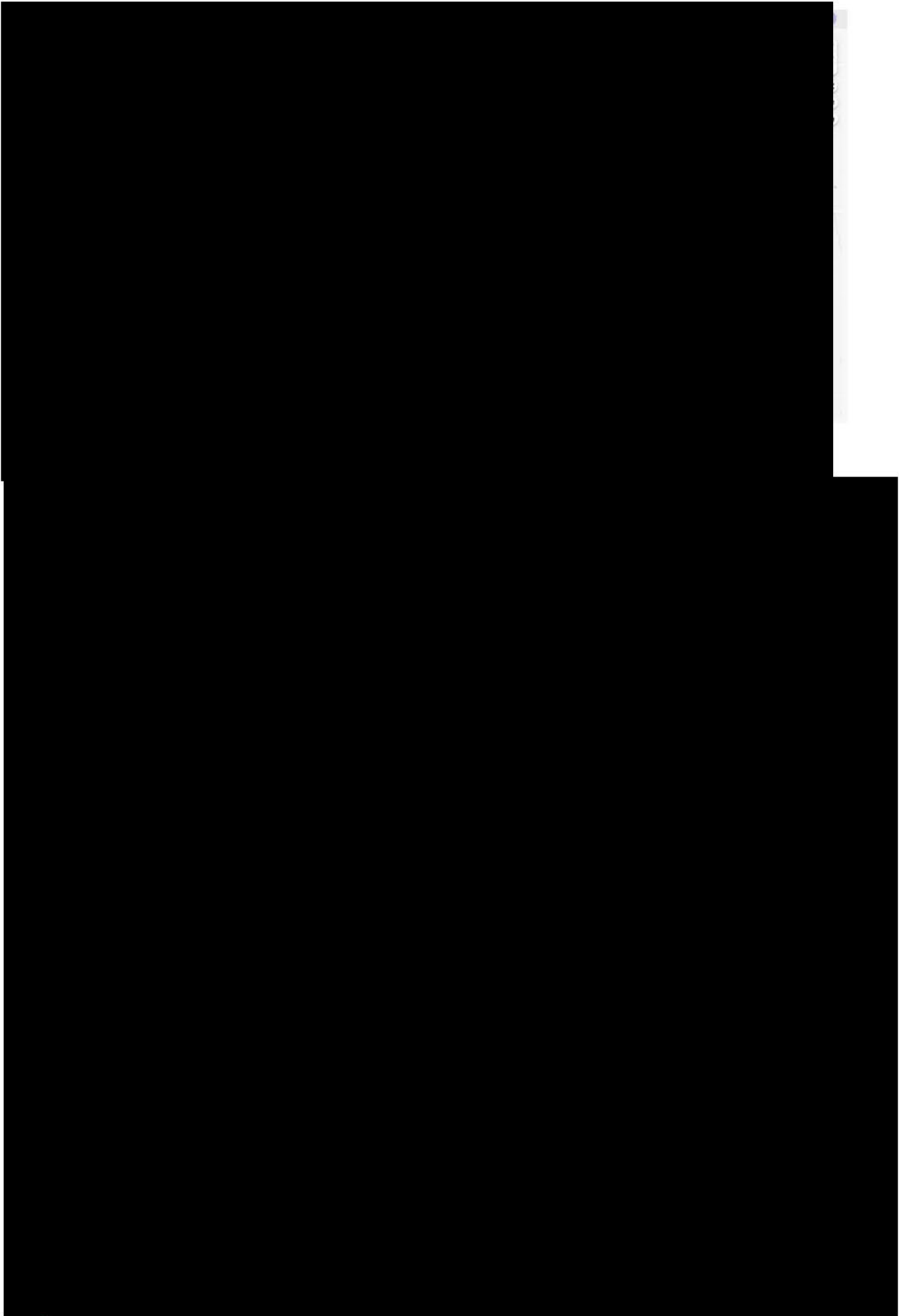
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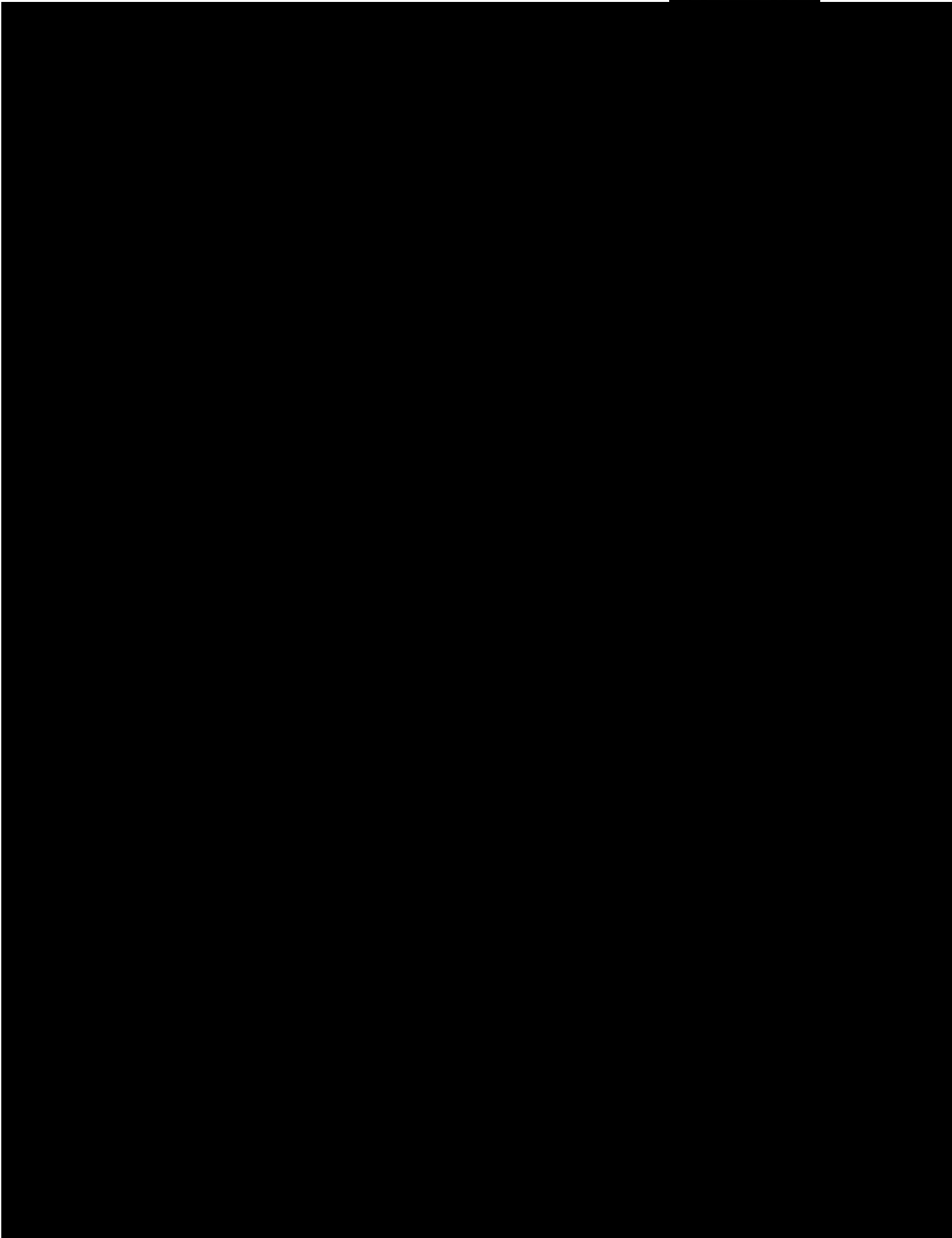
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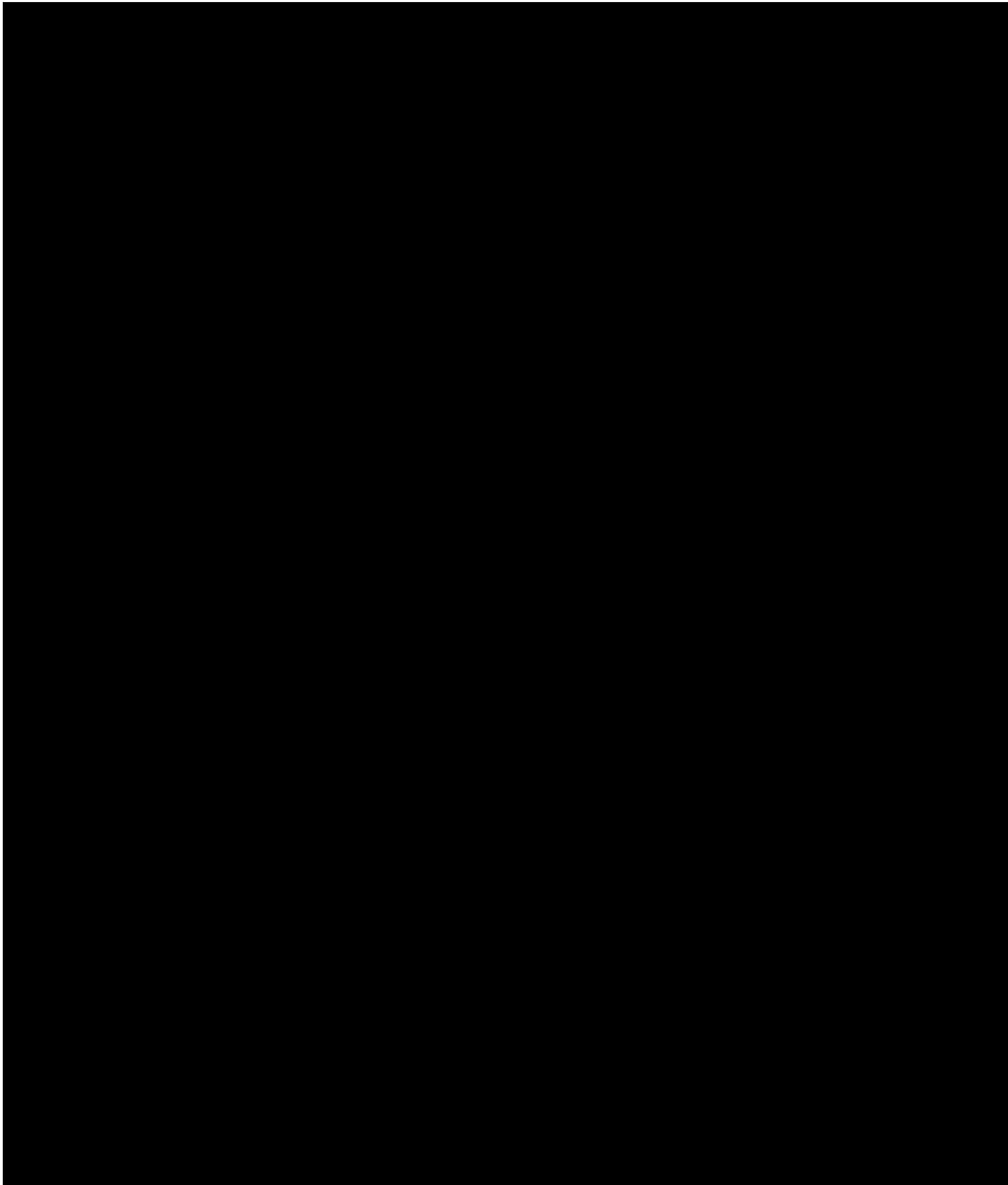
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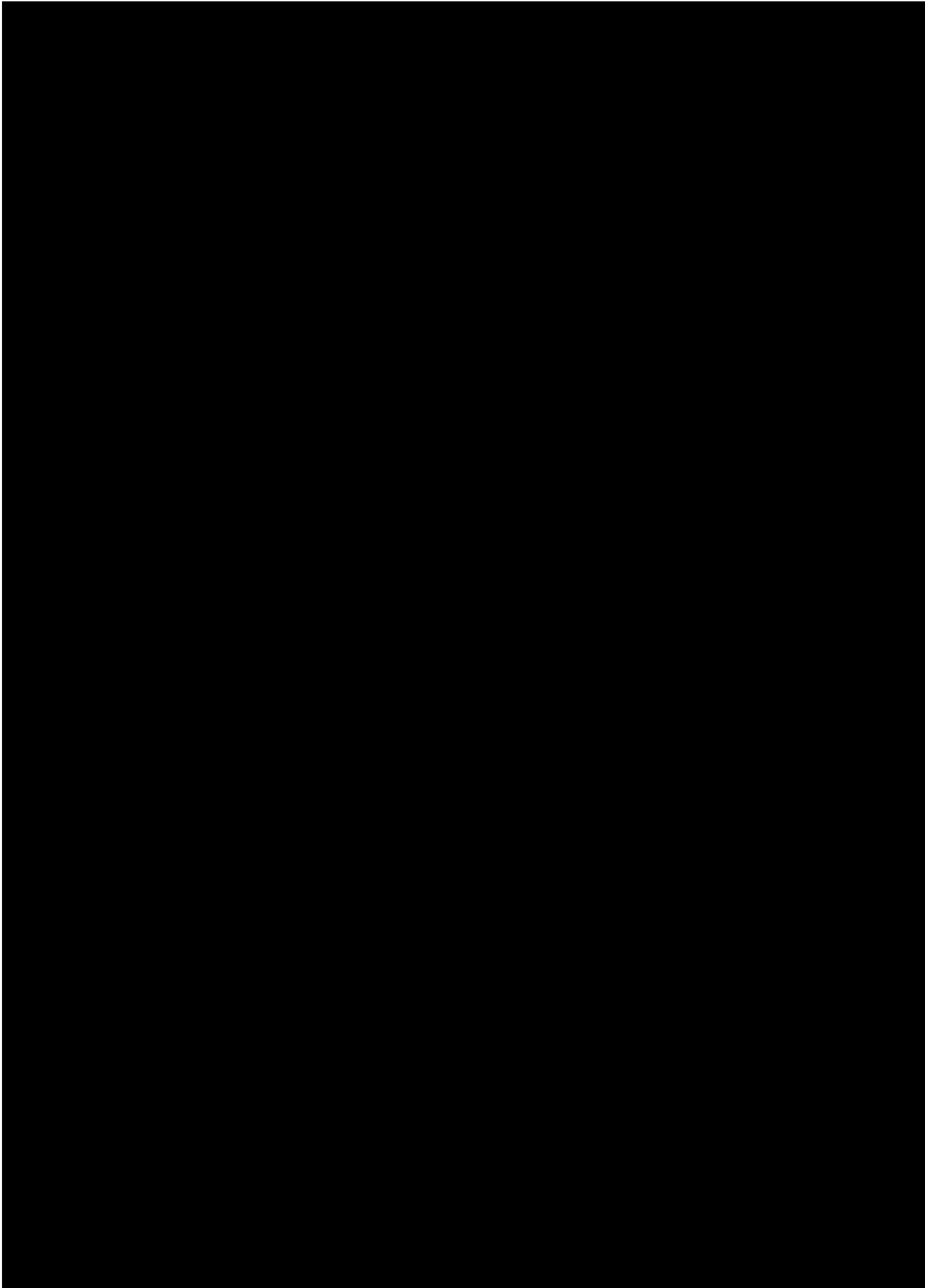
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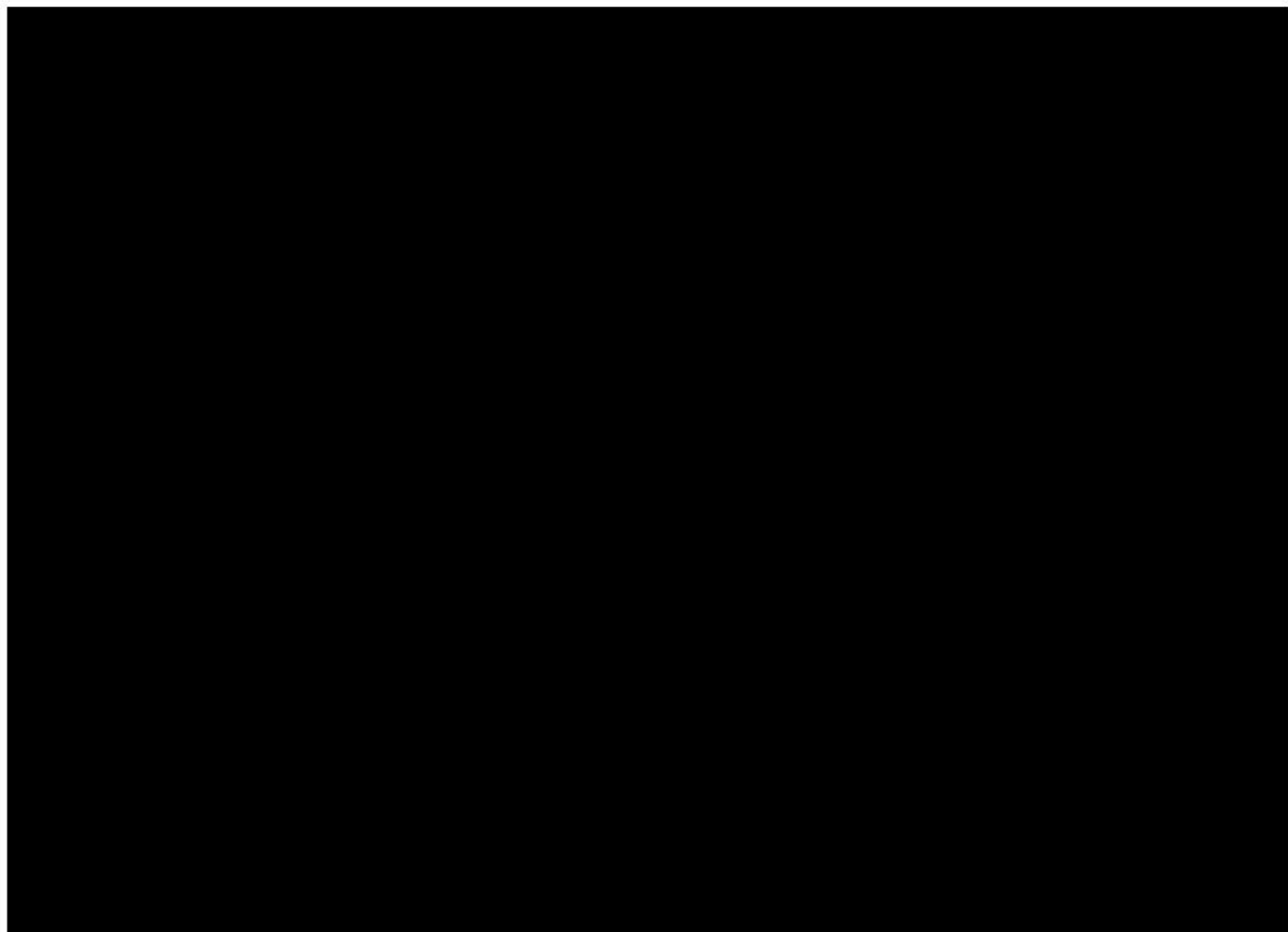
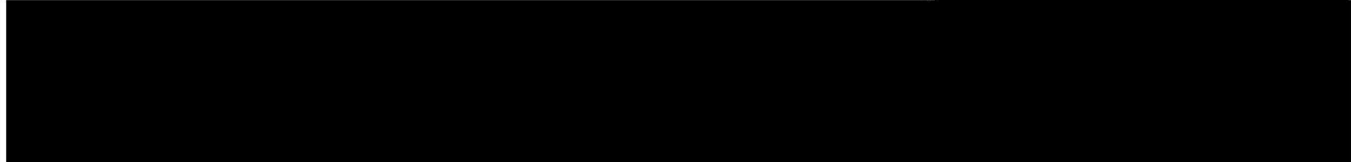
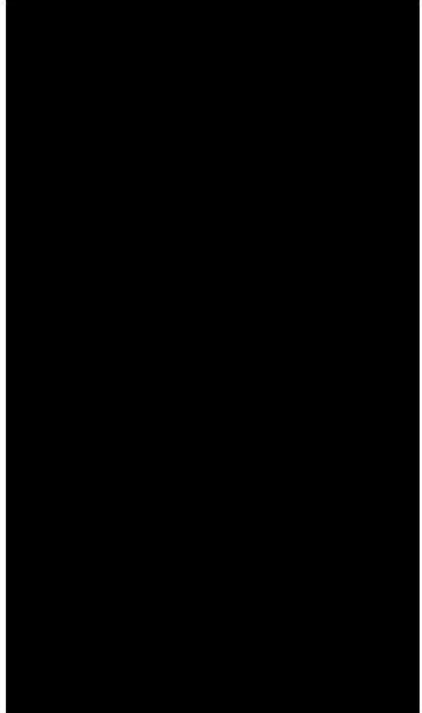
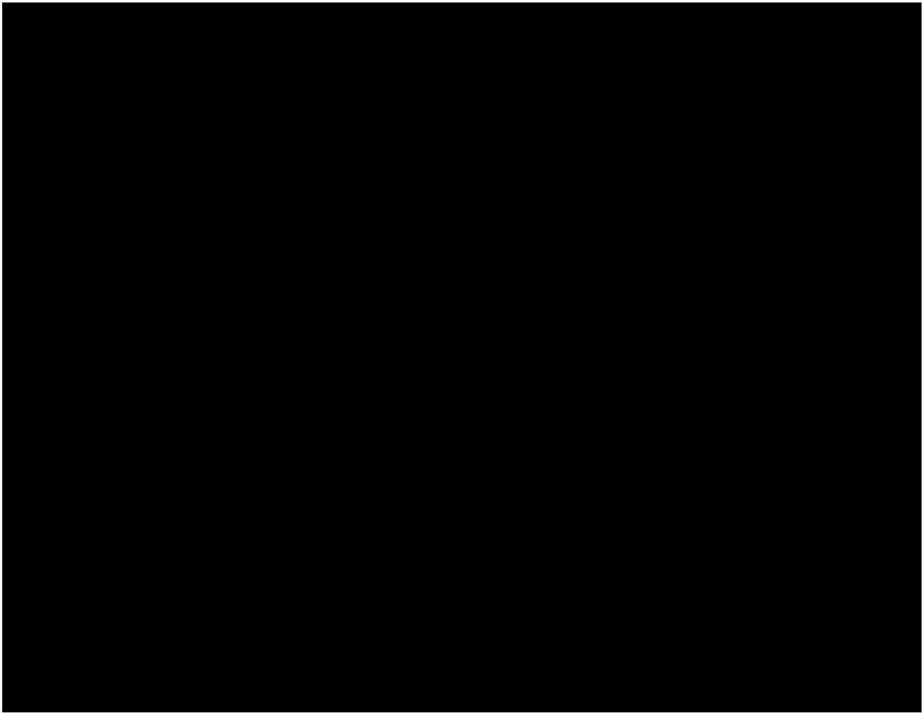
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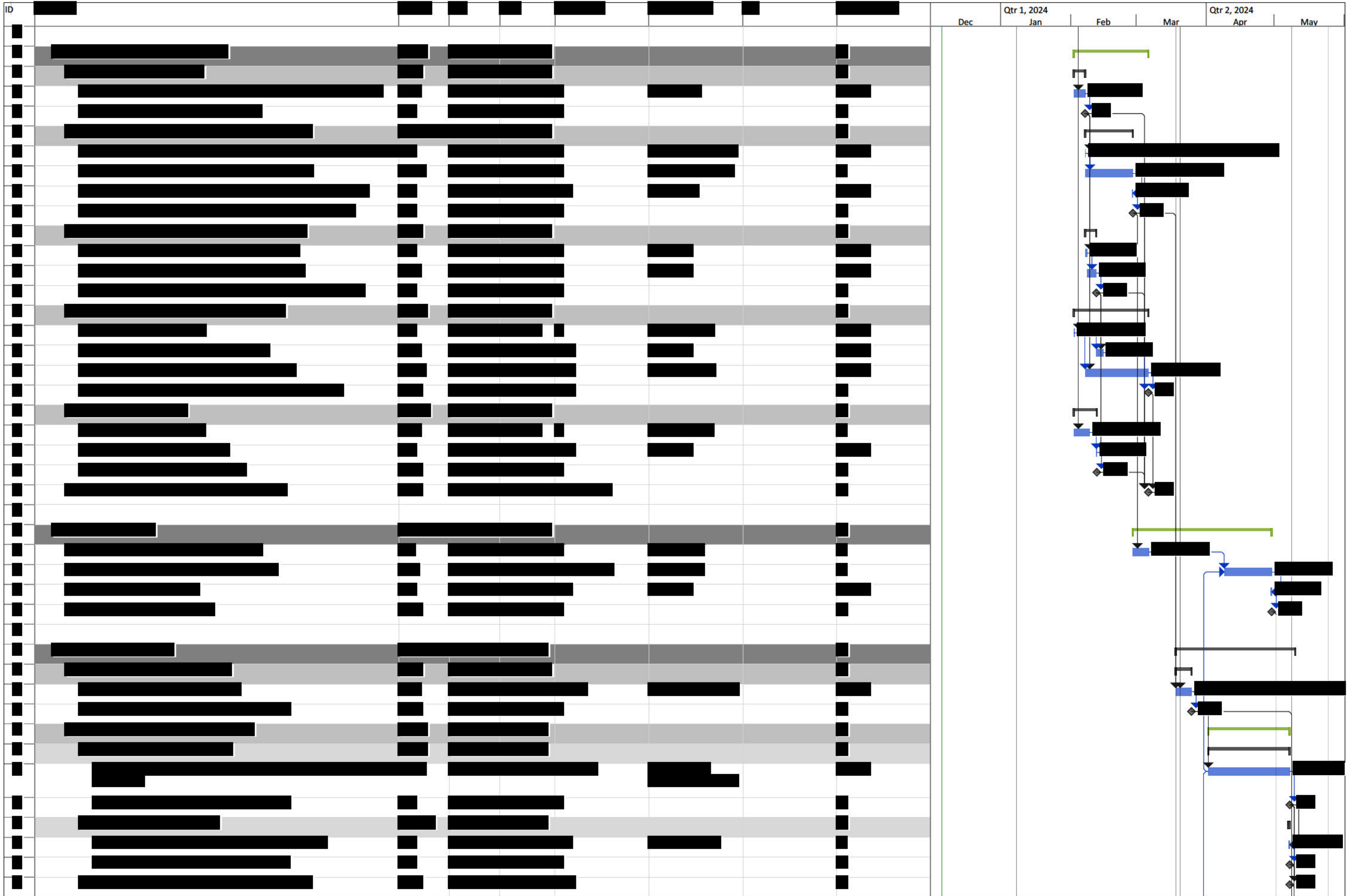


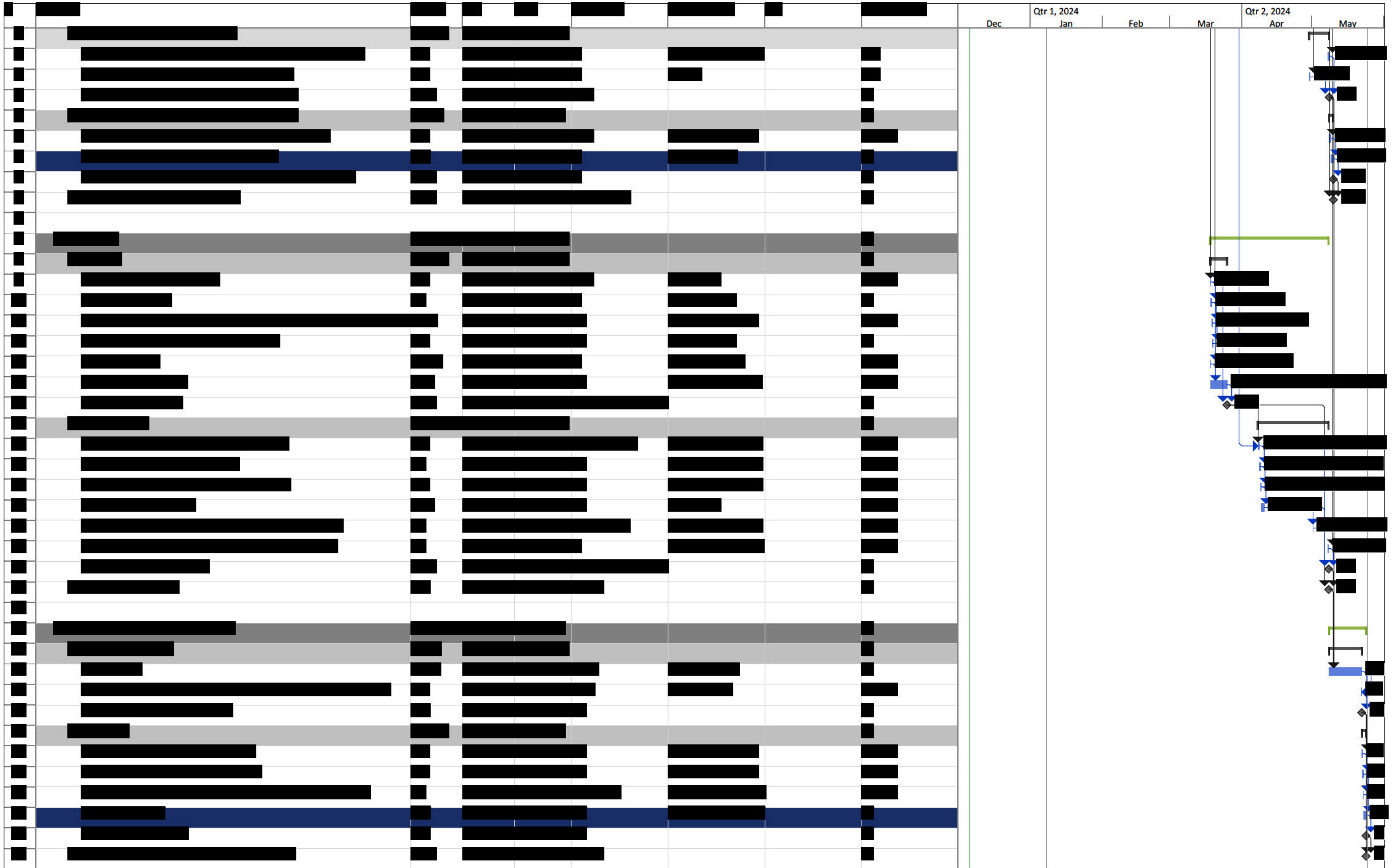
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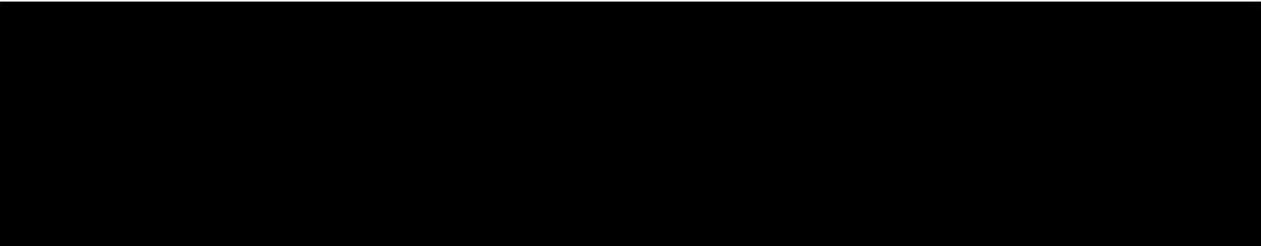
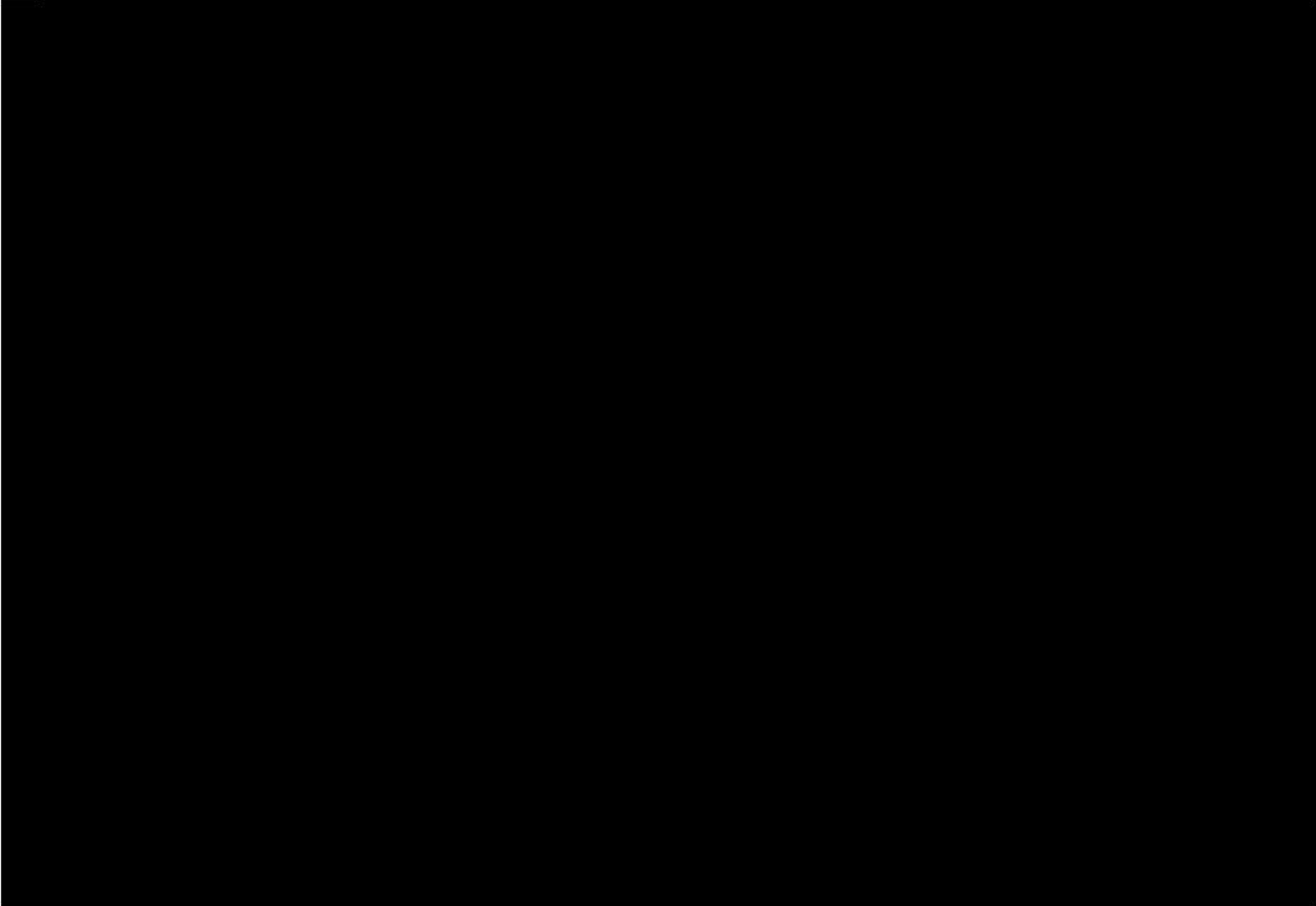
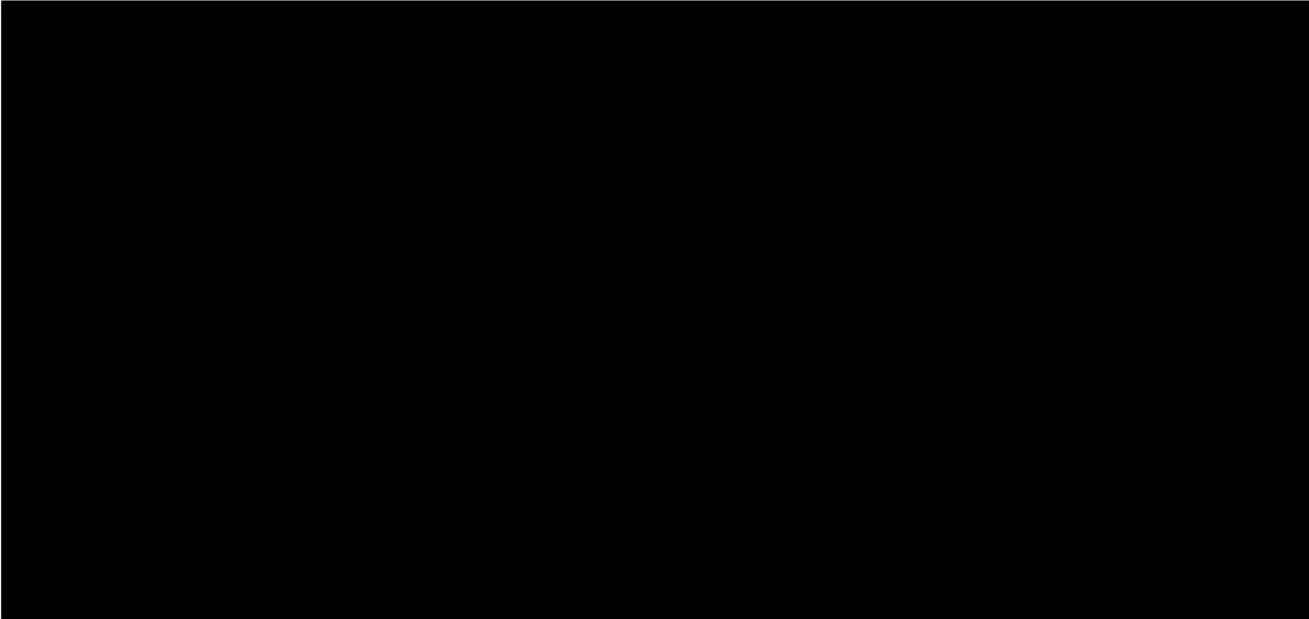


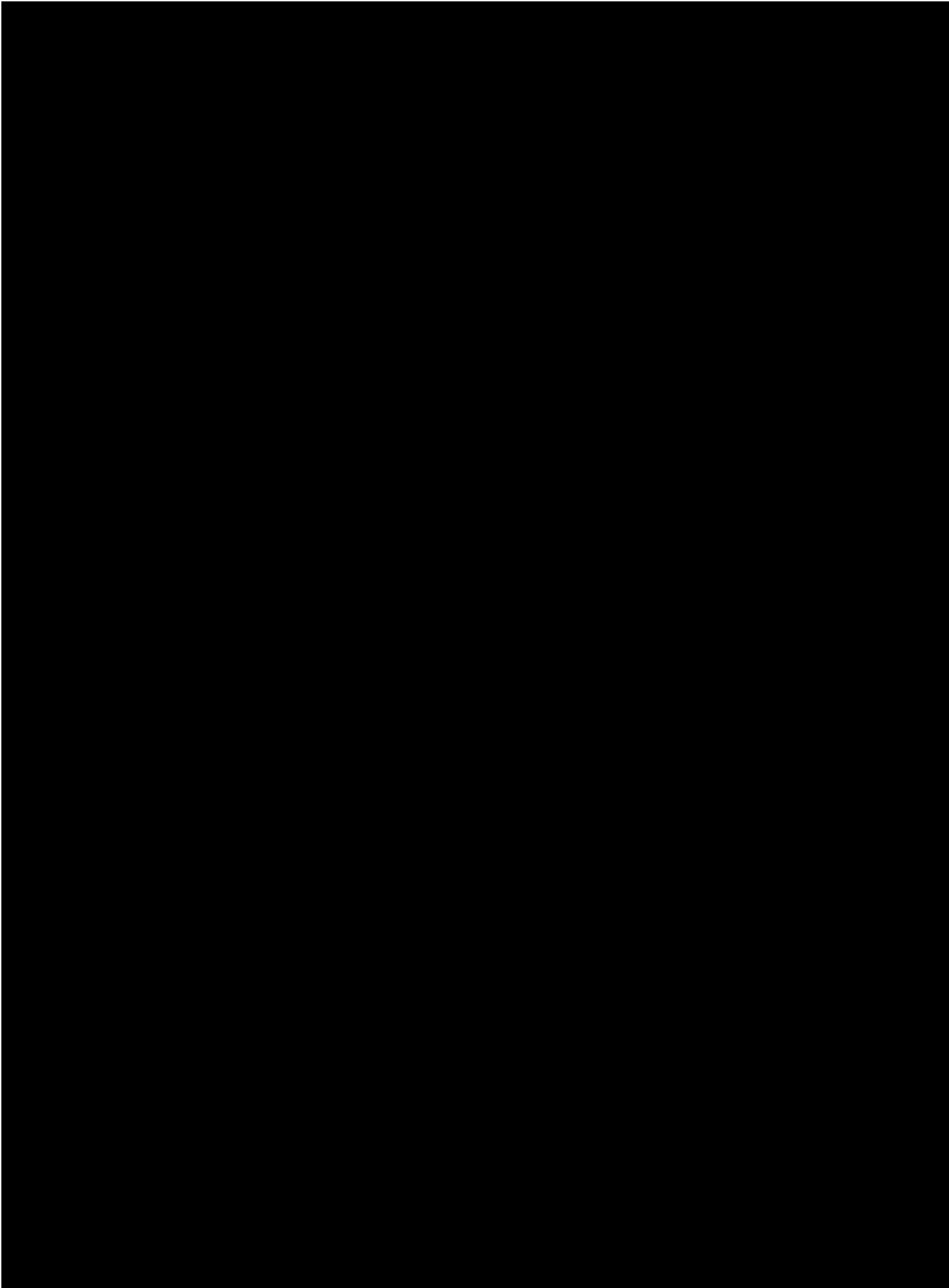
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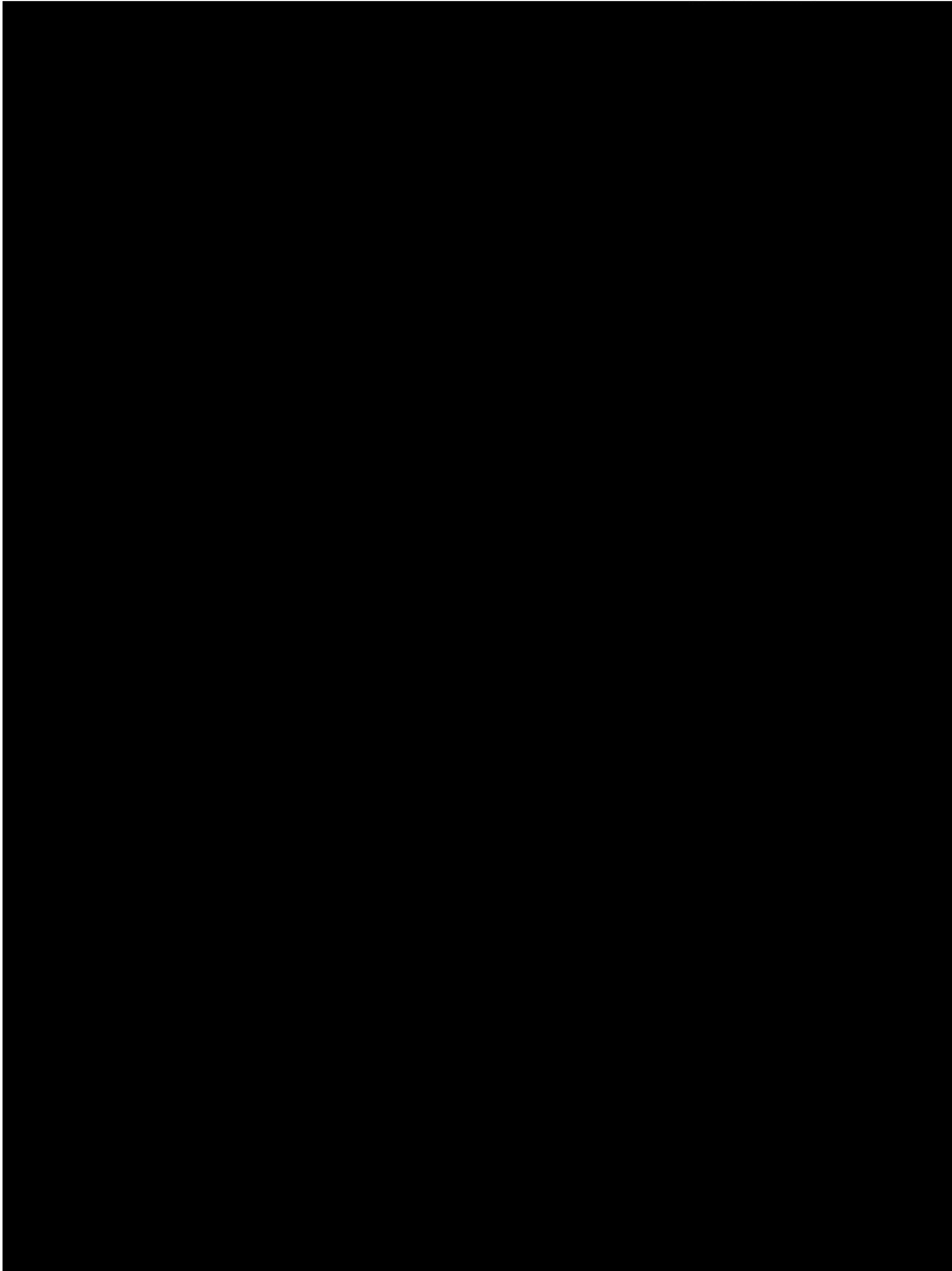


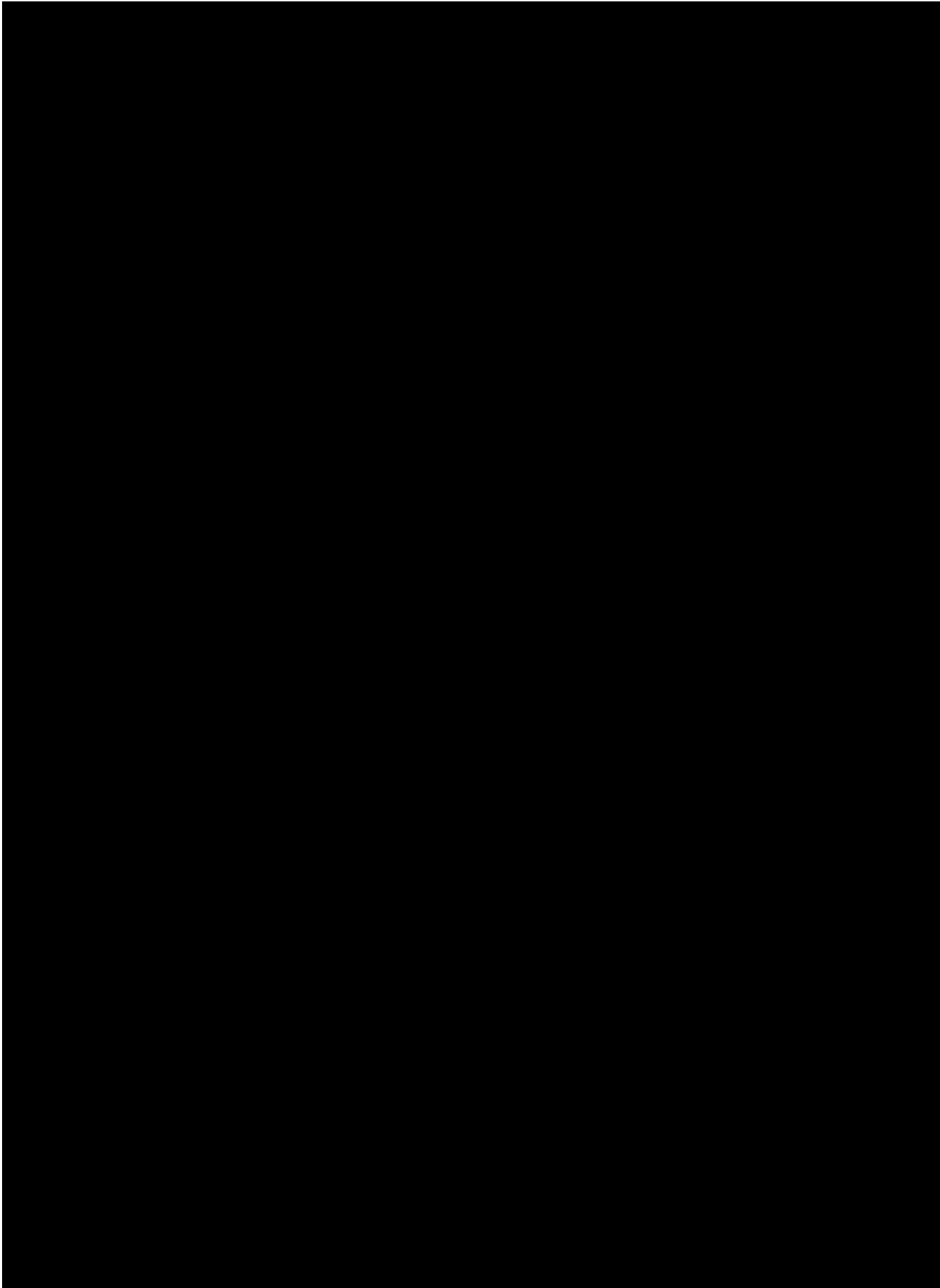


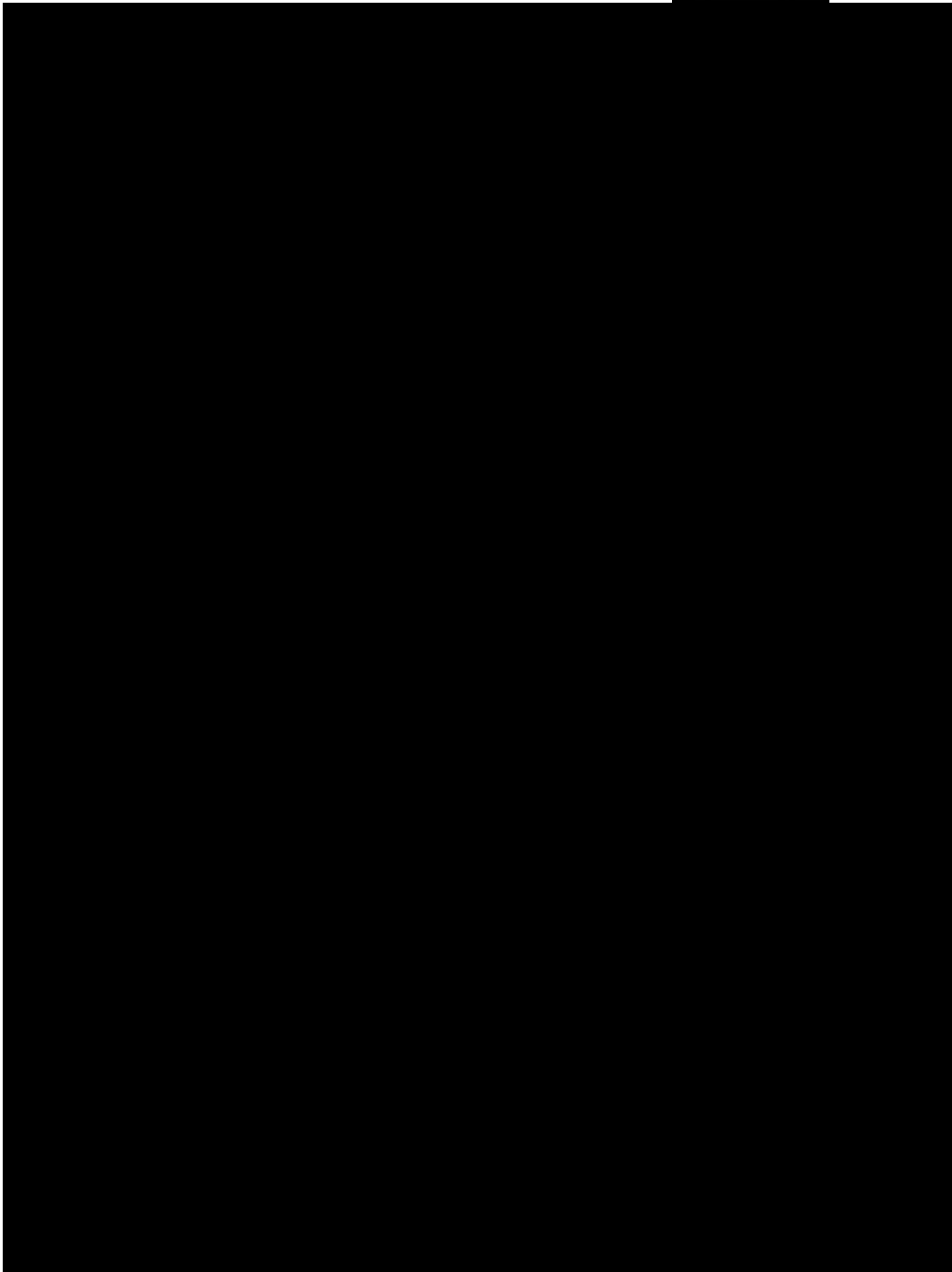


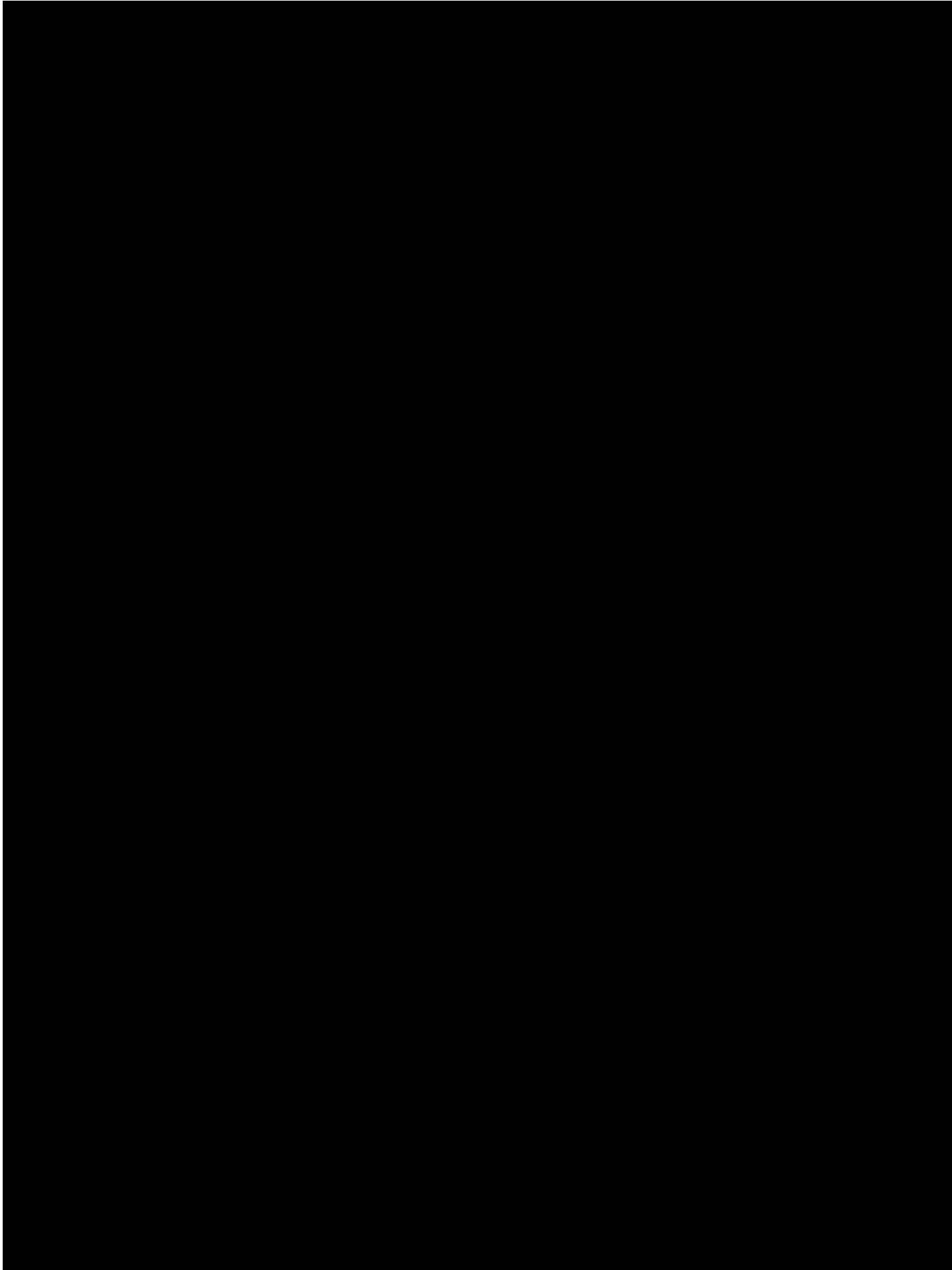


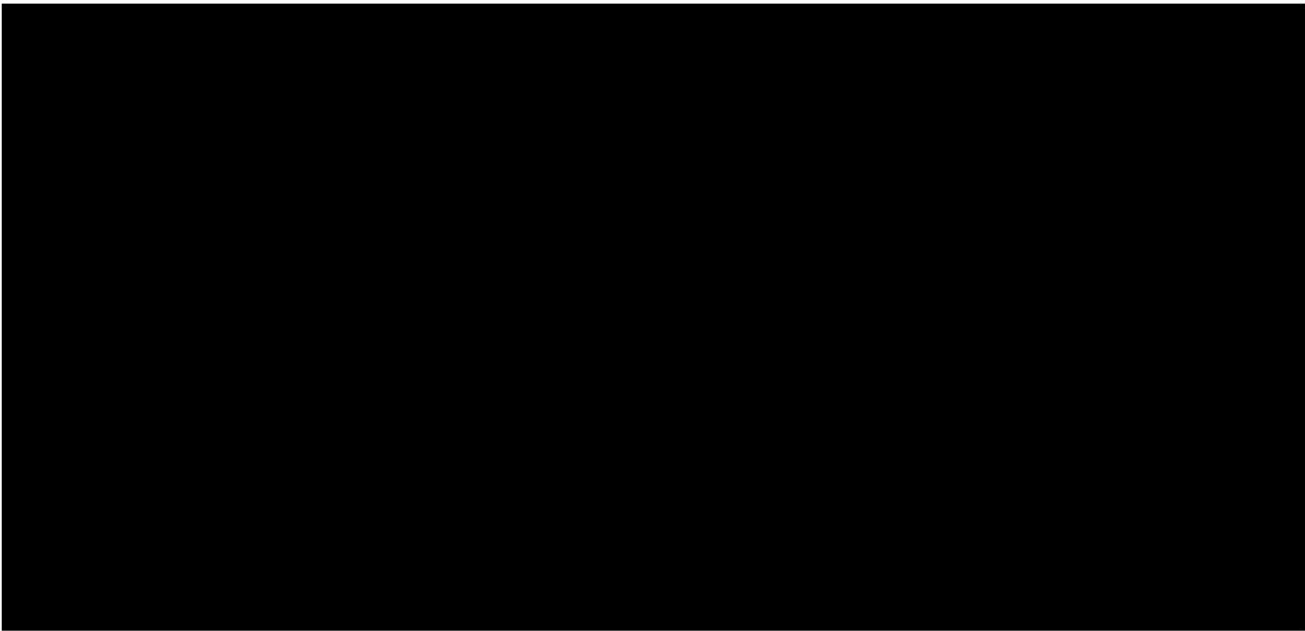
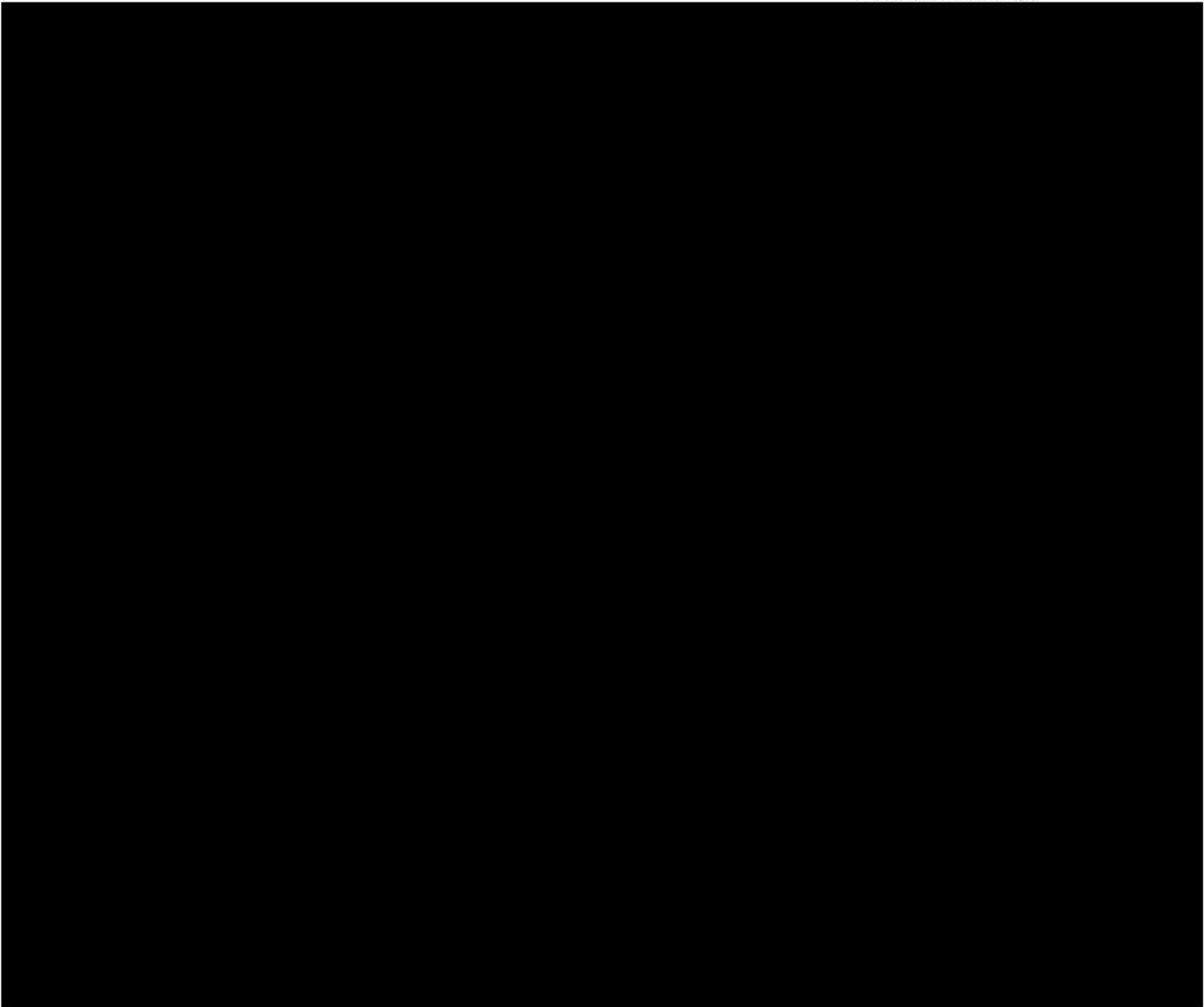












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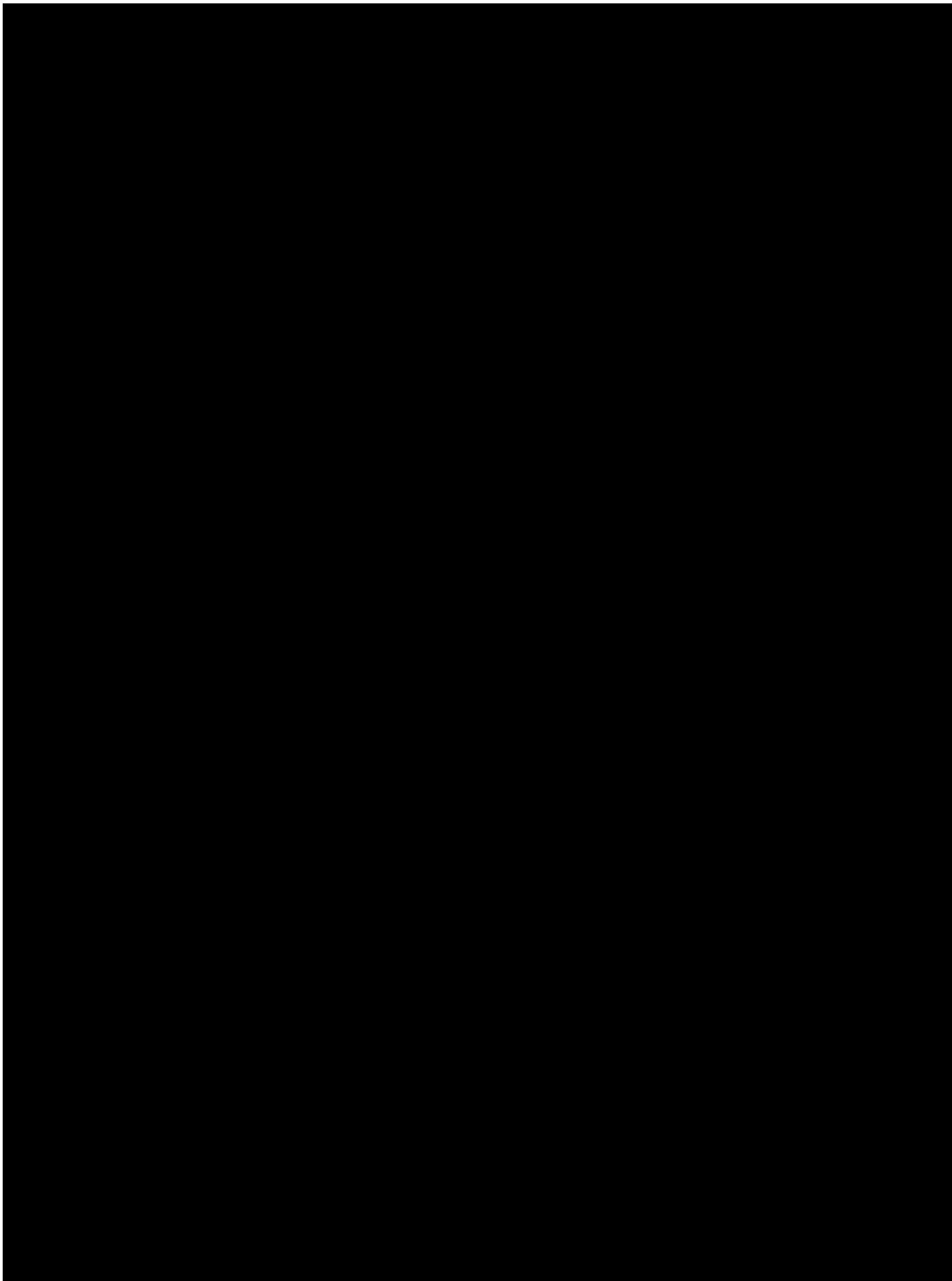
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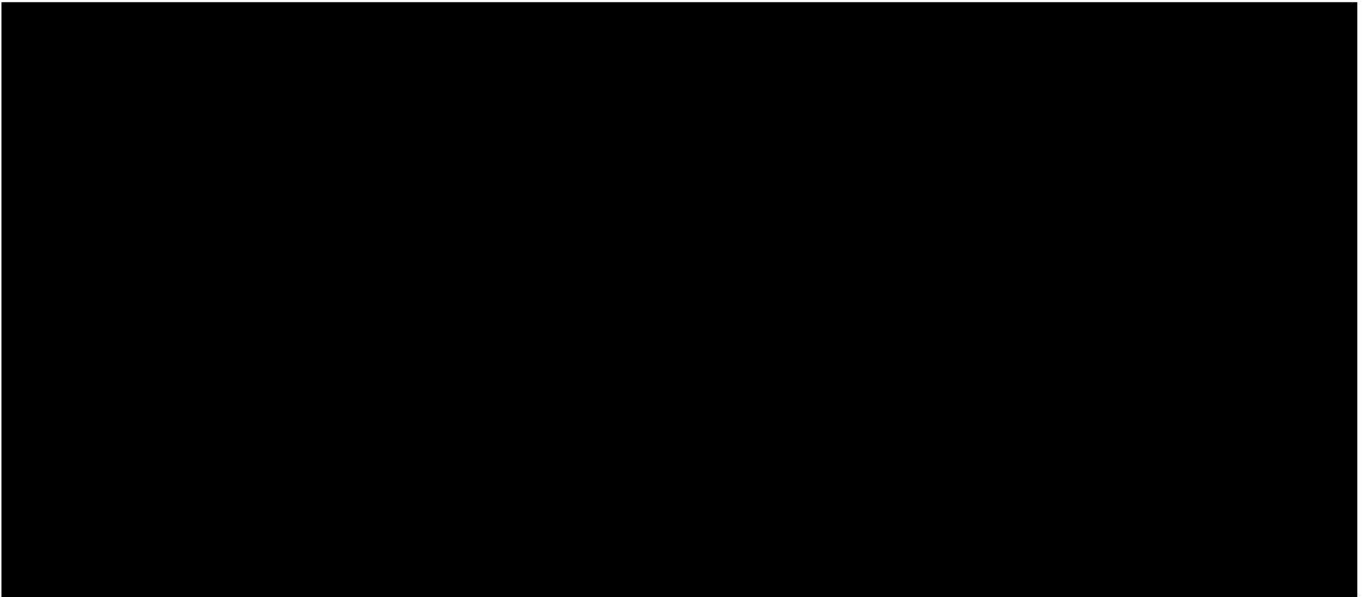
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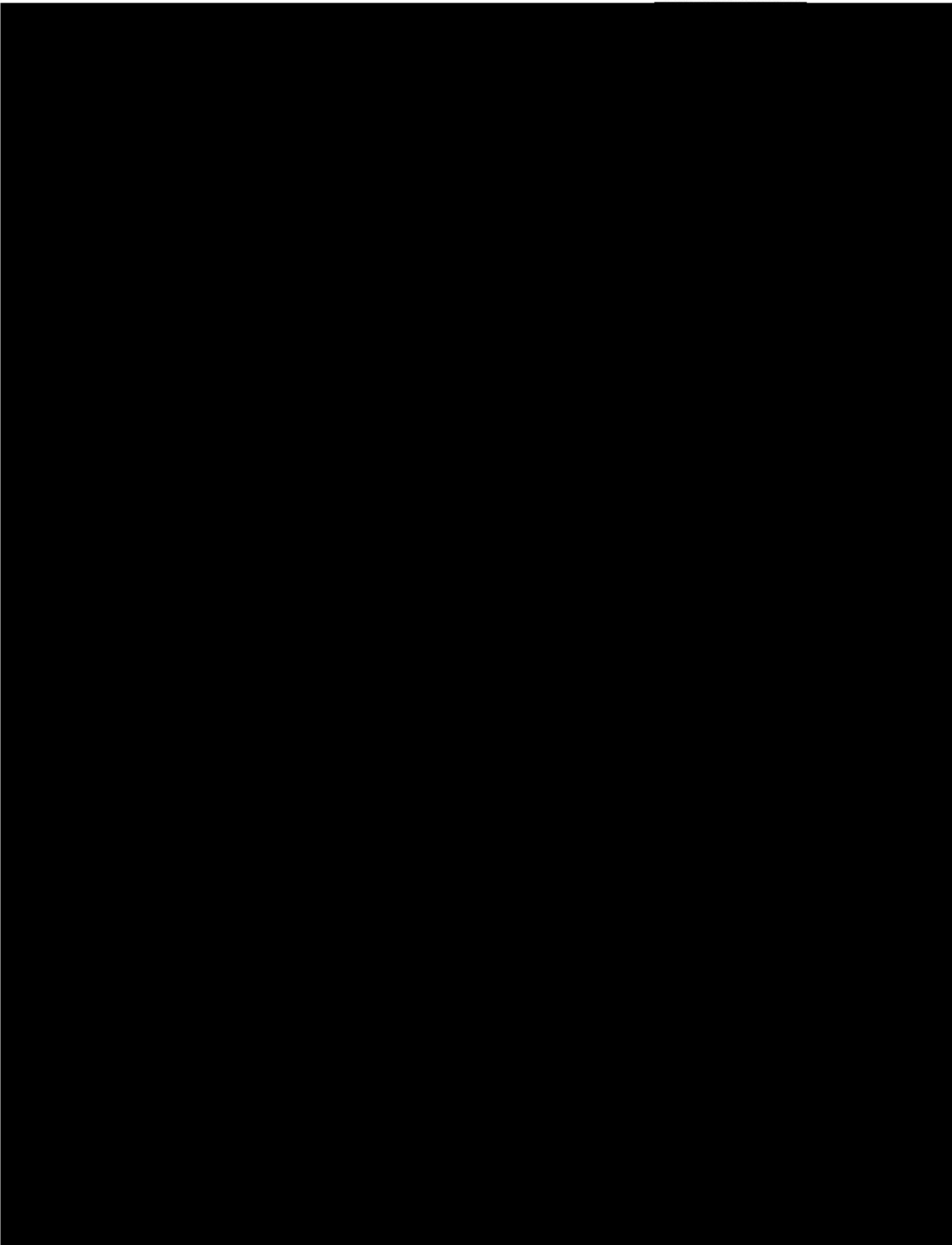


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Online Training Videos

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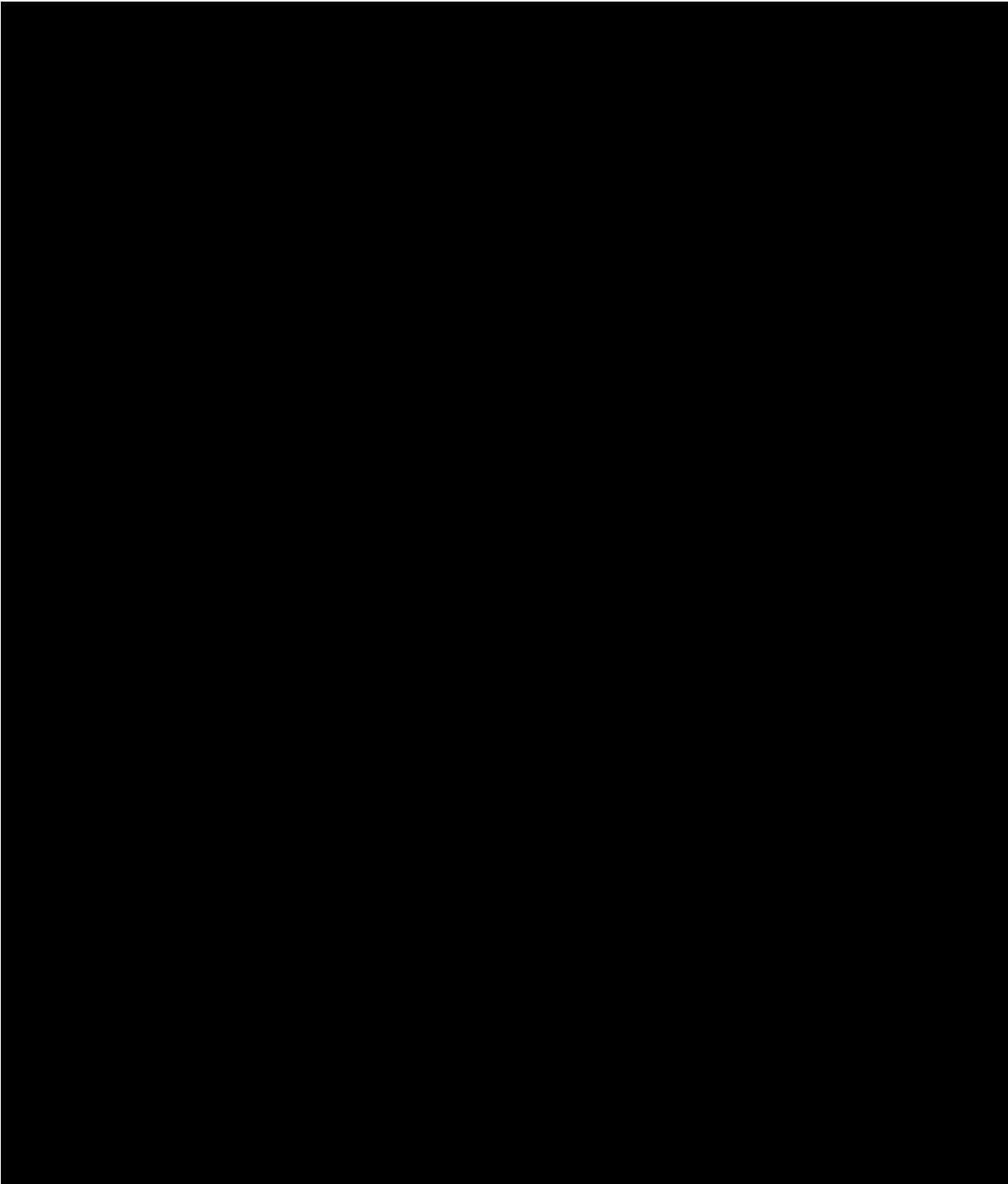
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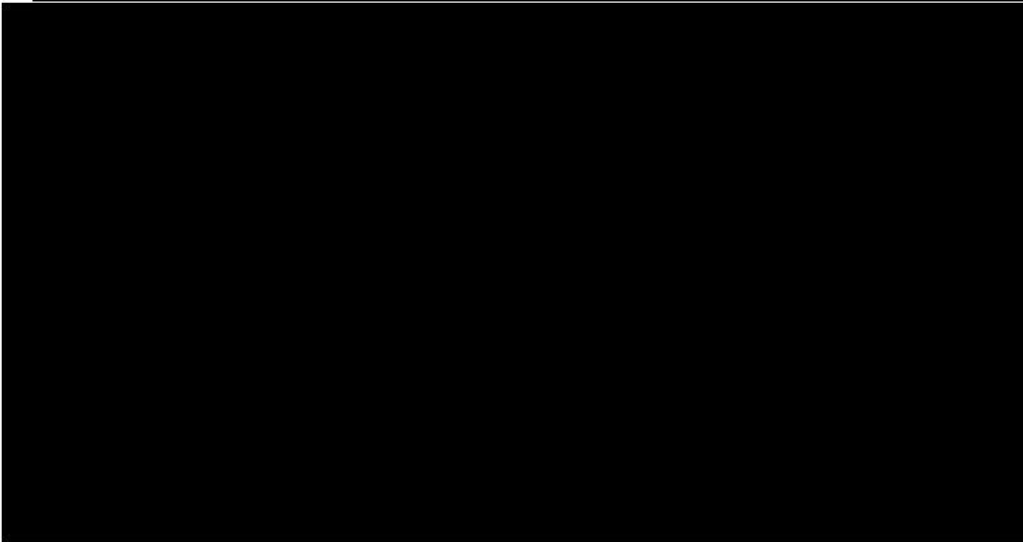
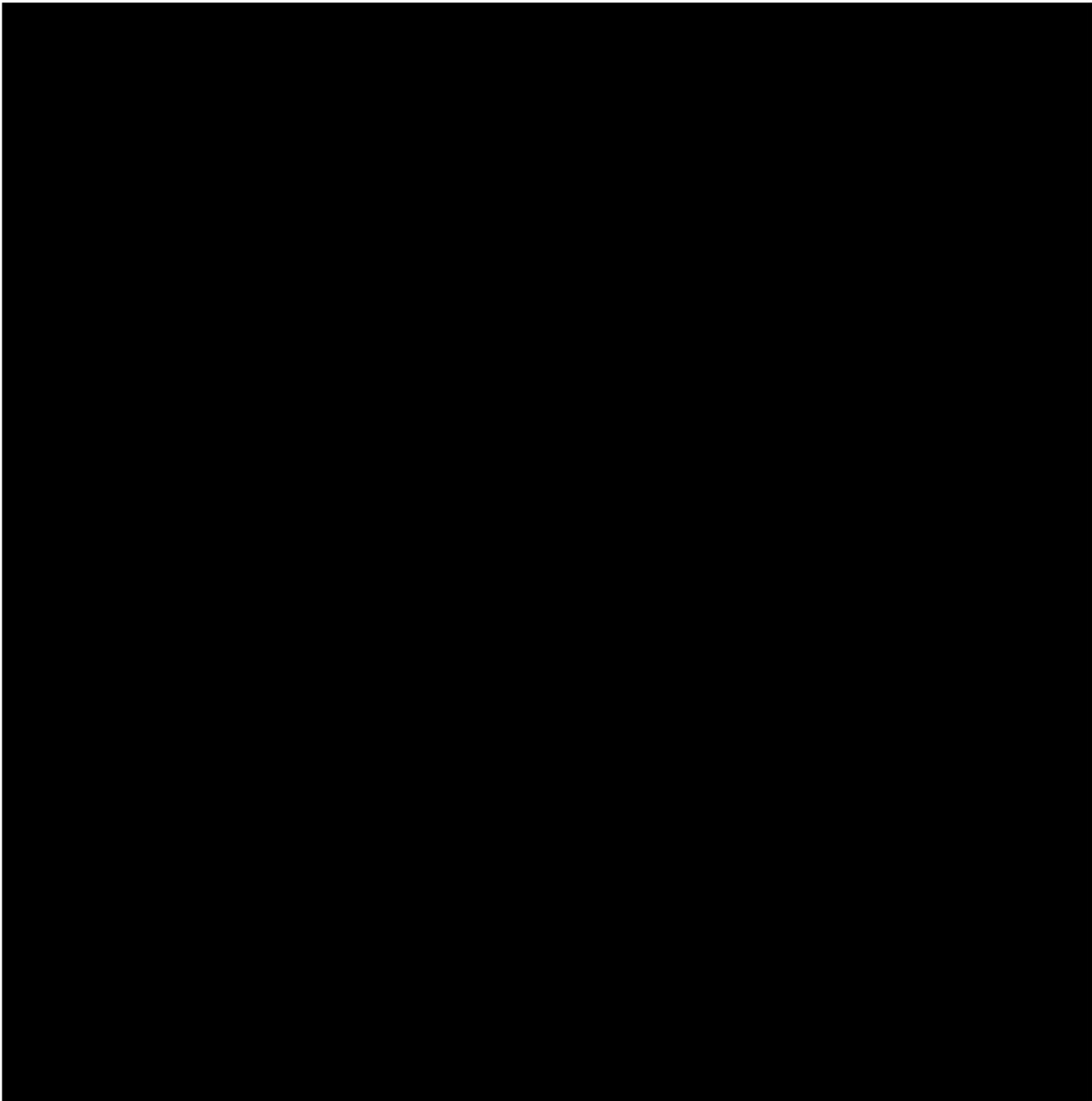
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8.3 Experience and Qualifications of the Firm

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Personnel



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8.4 Price

Price Quote

Proposer

Connexionz

RFP Number - TM-24-01

Technology for Buses

Please provide a price quote for each of the items listed below. Metro will select items based on the amount of money available for this project.

AVL/CAD *	\$

APC	_____
DMS	_____
Total Contract Price	_____

Installation & Training Start Date 8-Jan-24

Complete Date 24-May-24

Annual Maintenance, Support and Updates	Year 1	\$	_____
	Year 2	\$	_____
	Year 3	\$	_____
	Year 4	\$	_____
	Year 5	\$	_____

What would Topeka Metro need to provide in order for you to complete this project?

Staff availability for discovery workshops, project meetings, installation sign-offs, and training.

Hardware is as described in your RFP

Cellular data plan

Provision of information such as route information, schedules, GIS stop locations, driver lists, vehicle lists

Metro is exempt from all taxes – do not include sales tax in your bid pricing. A project exemption certificate will be provided upon request. Price quoted must be the total cost of the contract, including (but not limited to) materials, labor, installation, training and travel expenses. * Includes headsign update, annunciator update, customer facing app, and customer service support



Annual
licensing per
unit

Optional items, \$

Hardware per unit

Optional items, \$	Hardware per unit	Annual licensing per unit
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
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8.5 Equipment and Warranty

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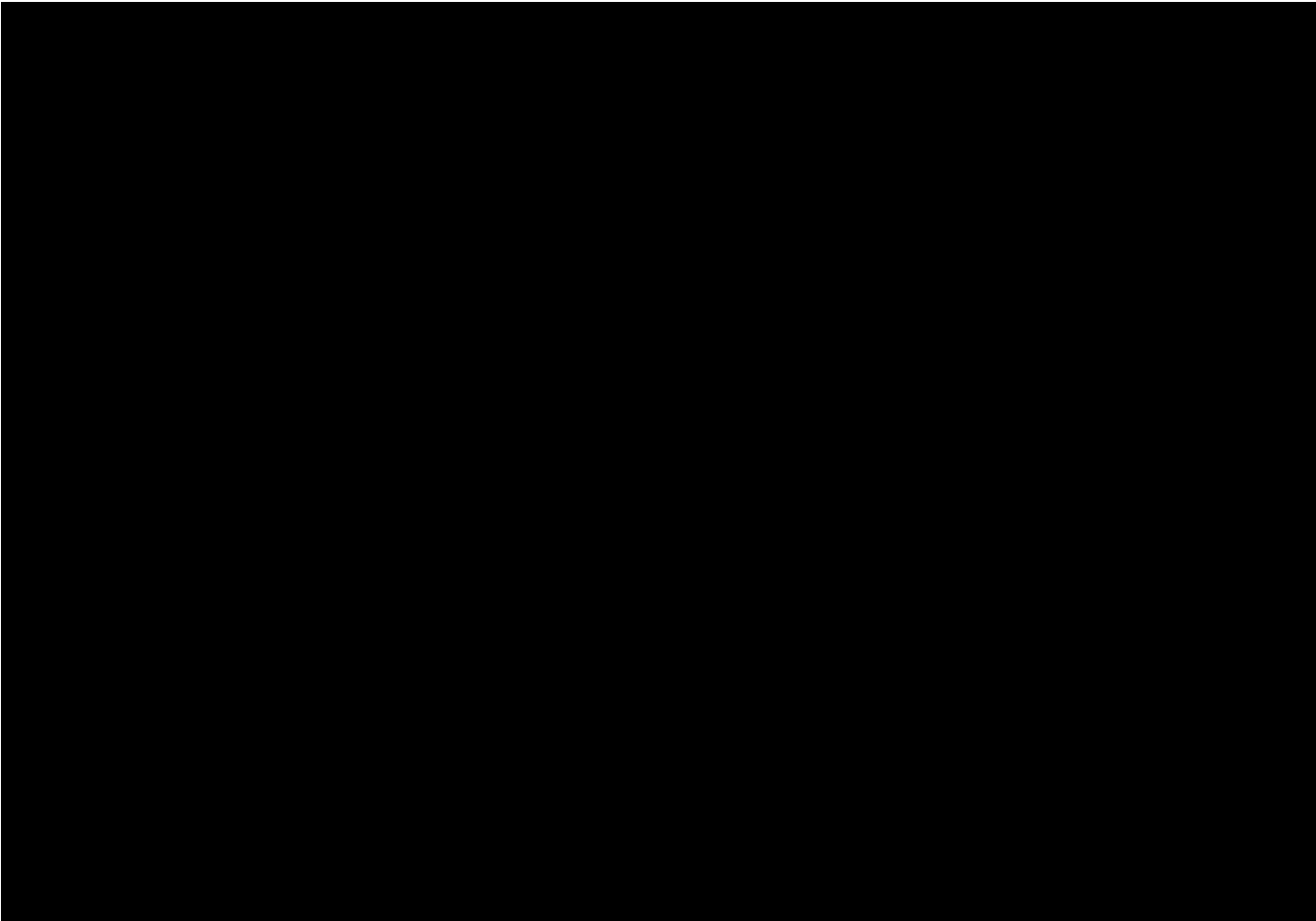
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8.6 Subcontractors and DBE Participation

N/A

8.7 Attachments

ACKNOWLEDGEMENT

Corporation

STATE OF Nebraska)
COUNTY OF Doughs)

I, LORRAINE D BLOW, a Notary Public in and for said County, in the State
aforesaid, do hereby certify that Patrick O'Donnell

and

_____, of _____
_____,
(a corporation)

who are each personally known to me, appeared before me this day in person and severally
acknowledged that they signed, sealed and delivered the foregoing instrument as their free and
voluntary act as officers of the corporation identified above as the Proposer, and as the free and
voluntary act of said corporation, for the uses and purposes therein set forth.

Given under my hand and notary seal, this 25th day of November, 20
23

My Commission Expires:

DEC 18, 2025

Lorraine D Blow
Notary Public





ACKNOWLEDGEMENT OF ADDENDA

The following form shall be completed and included in the proposal. Failure to acknowledge receipt of all addenda may cause the proposal to be considered unresponsive to the solicitation. Acknowledged receipt of each addendum must be clearly established and included with the Proposal. Make copies of this form if more than five (5) addenda were issued.

ACKNOWLEDGEMENT OF ADDENDA

The undersigned acknowledges receipt of the following addenda to RFP TM-24-01:

Addendum Number 1 Dated: November 19, 2023

Addendum Number 2 Dated: November 19, 2023

Addendum Number _____ Dated: _____

Addendum Number _____ Dated: _____

Addendum Number _____ Dated: _____

Proposer Connexionz Ltd

Street Address 27720 Avenue Scott, Unit 190

Street Address _____

City, State, Zip Code Santa Clarita CA, 91355

Authorized Signature 

Name Tony Kan

Title Chief Executive Officer

Telephone Number +1 (661) 568 6274

Facsimile Number (FAX) _____

E-Mail Address tony.kan@connexionz.com

BUY AMERICA CERTIFICATION

Proposer will certify either compliance or non-compliance, not both. This certification must be submitted with the proposer's response.

Certificate of Compliance with 49 USC 5323(j)

The bidder hereby certifies that it will meet the requirements of 49 USC 5323(j), and the applicable regulations in 49 CFR Part 661 and any amendments thereto.

Signature: 
Name & Title: Tony Kan Chief Executive Officer
Company: Connexionz Ltd
Date: 12/12/2023

Certificate of Non-Compliance with 49 USC 5323(j)

The bidder hereby certifies that it cannot comply with the requirements of 49 USC 5323(j) and 49 CFR 661.5, but it may qualify for an exception pursuant to 49 USC 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 CFR 661.7.

Signature: _____
Name & Title: _____
Company: _____
Date: _____

FLY AMERICA CERTIFICATION

The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

Signature:  _____

Name and Title: Tony Kan Chief Executive Officer

Company Name: Connexionz Ltd

Date: 12/12/2023



LOBBYING CERTIFICATION

The undersigned contractor certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. See 49 CFR 20.100.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. [Note: Pursuant to 31 USC 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure. See 49 CFR 20.400.]

The undersigned contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 USC 3801, et seq, apply to this certification and disclosure, if any.

Signature: 

Name and Title: Tony Kan Chief Executive Officer

Company Name: Connexionz Ltd

Date: 12/12/2023



NON-COLLUSION CERTIFICATION

This is my sworn statement to certify that this proposal was not made in the interest of or on behalf of any undisclosed entity. This proposal is not collusive.

This proposer has not been a party to any agreement or collusion in restraint of freedom of competition by agreement to bid a fixed price, to refrain from bidding, or otherwise. This proposer has not, directly or indirectly, by agreement, communication or conference with anyone, attempted to induce action prejudicial to the interest of Topeka Metropolitan Transit Authority, or of any proposer, or anyone else interested in the proposed contract.

Signature: 

Name and Title: Tony Kan Chief Executive Officer

Company Name: Connexionz Ltd

Date: 12/12/2023



POWER OF EXECUTION

Authorization of Bidder

The undersigned, an _____ Proprietor _____ of (officer,
partner, proprietor, etc.)

_____ Connexionz Ltd _____
(name of company)

a _____ Corporation _____
(corporation, partnership, proprietorship)

having its principal office or registered agent at _____ Connexionz Ltd _____, hereby
certifies that the Company has duly authorized by appropriate action and/or hereby does

nominate, constitute, appoint and authorize _____ Tony Kan Chief Executive Officer _____
(name of individual signing document)

with full power to act _____ On behalf of _____, on
behalf of (alone or in conjunction with another person)

_____ Connexionz Ltd _____
(name of company)

and thereby to make, execute, seal and deliver on its behalf as CONTRACTOR and as its act and deed any and all proposals, contract proposals, contracts, change orders, monthly and final payment certificates and other like instruments. Such proposals, contract proposals, contracts, change orders, monthly and final payment certificates and other like instruments shall be binding upon said company as fully and to all intents and purposes as if such instruments had been duly executed, acknowledged and delivered by the authorized officers of the company when executed, by the aforementioned person(s).

Company

Signature, Title Senior Sales

Date 11-28-23

ATTEST:
12/12/2023

Notary Public (if proprietorship)
Secretary of Corporation (if
corporation) Partner (if Partnership)

SUSPENSION / DEBARMENT CERTIFICATION

In regard to 2 CFR Parts 180 and 1200

In accordance with 2 CFR Parts 180 and 1200, the contractor is required to verify that none of its principals or affiliates:

- 1) is included on the federal government’s suspended and debarred list;
- 2) is proposed for debarment, declared ineligible, voluntarily excluded or disqualified;
- 3) within three years preceding this proposal, has been convicted of or had a civil judgment rendered against them for (a) commission of fraud or criminal offense pertaining to performing a public transaction, (b) violation of any federal or state antitrust statute, or (c) embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- 4) is indicted or charged by a governmental entity for any of the charges in 3) above; and
- 5) has had any public transaction terminated for cause or default within three years preceding this proposal.

The contractor is required to include this requirement in any subcontracts related to this contract.

By signing and submitting its proposal, the proposer certifies that the certification in this clause is a material representation of fact relied upon by Metro. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Metro, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to verify that none of its principals or affiliates is included on the federal government’s suspended and debarred list at any time throughout the period of this contract. The proposer further agrees to include a provision requiring the same compliance in its subcontracts related to this contract.

Signature:  _____

Name and Title: Tony Kan Chief Executive Officer _____

Company Name: Connexionz Ltd _____

Date: 12/12/2023 _____

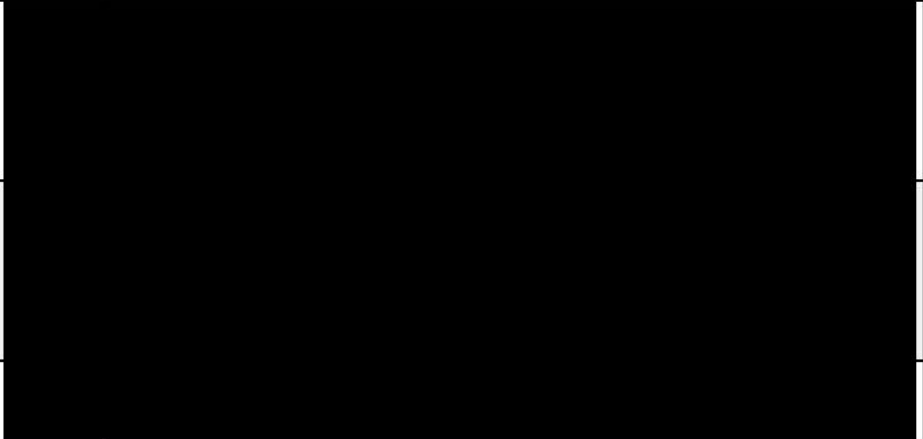
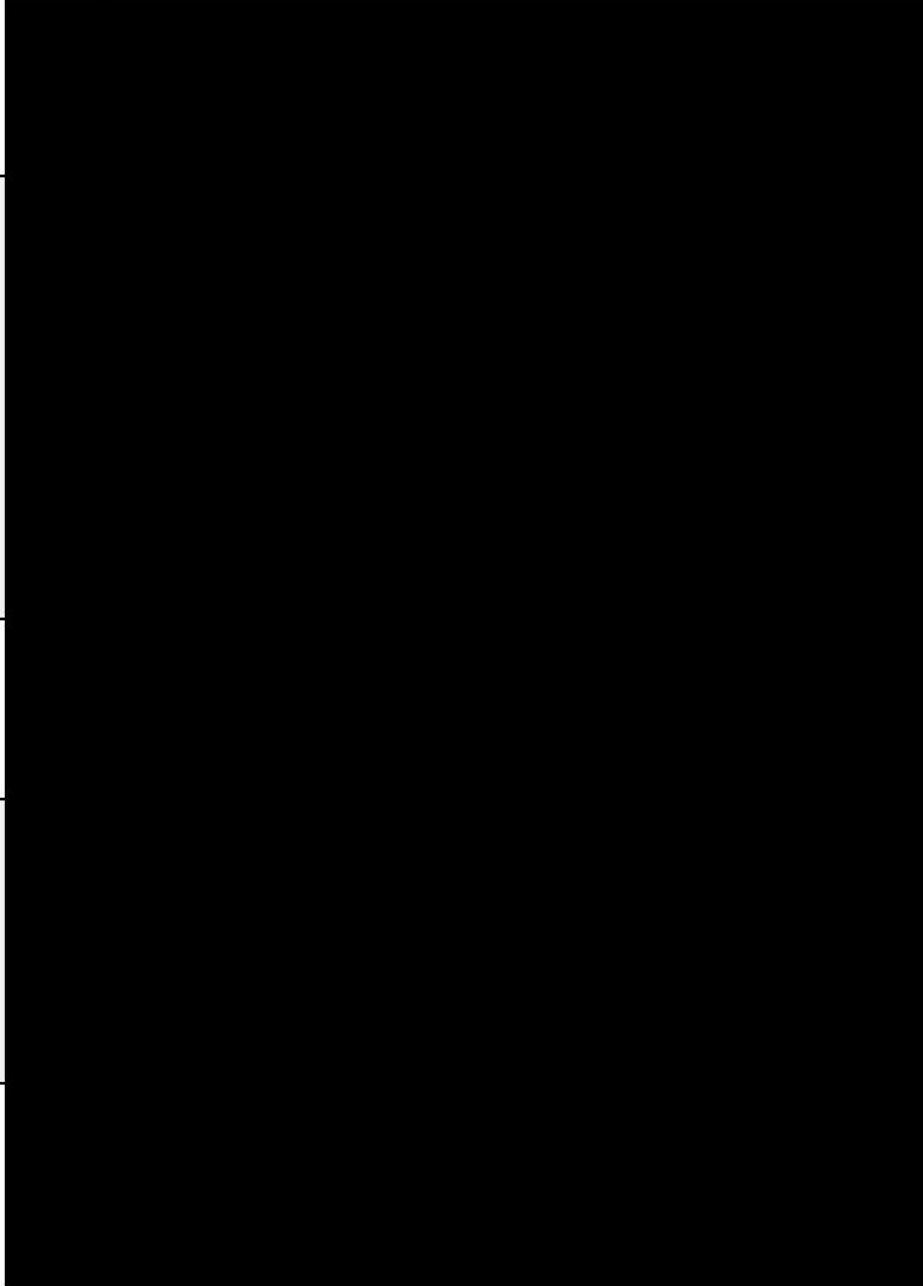
Compliance Matrix – Topeka

Code	
C	Compliant
N	Non-Compliant
CM	Compliant with modifications
D	In development, pilot, or prototype
R	Roadmap
Description	Code Responder Notes
REQUIRED	
QUANTITY	
Equipment will be installed on twenty-six (26) fixed-route buses. Please refer to Appendix 1 for existing equipment on the buses.	
AUTOMATED VEHICLE LOCATION/COMPUTER AIDED DISPATCH (AVL/CAD)	
Integrate with existing headsigns (all existing equipment is detailed in Appendix 1).	
Integrate with or replace existing automated passenger counters.	
Provide real-time location of buses.	
Provide location updates every 15 seconds or less	
At least 4G LTE cellular connectivity	
Ability to easily import initial route and stop information	
Ability to easily and intuitively update routes and stop information from a desktop	

<p>interface, including the input of temporary stops and detours</p>	
<p>Ability to schedule detours and route deviations which are reflected in all internal and customer-facing real-time maps</p>	
<p>Ability to add or modify bus annunciator announcements from the desktop</p>	
<p>Ability to update inside and outside headsigns messages from the desktop including upcoming stops and PR messaging</p>	
<p>Ability to define the geofence to trigger annunciators and head signs from the desktop</p>	
<p>Ability to define approach heading into geofences to trigger events for annunciator and headsign output</p>	
<p>Provide data feed using an industry-standard data format for real-time signage at stations/stops including, but not necessarily limited to, next 5 arriving buses</p>	

<p>with arrival times, and routes served</p>	
<p>Provide open API feed to customer-facing transit apps, e.g. Transit App, including the ability to export GTFS and GTFS-RT feeds at no additional cost.</p>	
<p>Provide GTFS-RT feed continuously from day one of operations.</p>	
<p>Provide real-time updates to GTFS static and RT feeds when a detour occurs and routing must be modified.</p>	
<p>Guarantee GFTS-RT feed will not be broken or inoperable due to updates in GTFS static feed</p>	
<p>BACK-END SUPPORT FOR DISPATCH AND BUS OPERATIONS</p>	
<p>Route Performance Analytics</p>	

<p>Real-time vehicle location mapping with ability to monitor speed, buses departing from defined routes, adherence to on-time performance (OTP)</p>	
<p>Ability to playback historic bus movement, speed, etc</p>	
<p>Run-time, dwell time, OTP, and headway dashboards and/or reports</p>	
<p>National Transit Database (NTD) certified bus operating reports</p>	
<p>VIEW A SUMMARY OF NETWORK WIDE OTP for ALL ROUTES – include- Daily/Weekly/Monthly Trends</p>	
<p>On-Time Performance Issues plus passenger ridership by:</p>	
<p>Route</p>	
<p>Stop along a Route</p>	
<p>distribution of how early and how late</p>	
<p>Time of day</p>	
<p>Users can Edit how they define “on-time”</p>	
<p>Users can Adjust the dates/times over which the reports are run</p>	

<p>Reports include information about service changes that impact on-time performance</p>	
<p>Reports include all scheduled stops with, as well as without, an observed departure time (including missed data and missing service)</p>	
<p>Download reports in CSV and Excel formats</p>	
<p>MAP BASED HISTORIC PLAYBOOK OF VEHICLE LOCATIONS</p>	
<p>by route or a specified vehicle by date/time range with playback functionality</p>	
<ul style="list-style-type: none"> ○ Users can investigate vehicles by: <ul style="list-style-type: none"> ○ route ○ destination ○ trip or block being operated ○ on-time performance or headway adherence ○ date and time range ○ operator ○ bus 	
<p>For internal real-time mapping, the ability to display the following information on mouse-over or click on vehicle/stop icon:</p>	
<ul style="list-style-type: none"> ○ Bus <ul style="list-style-type: none"> ▪ Speed ▪ Bus number/Operator designator ▪ Route designator ▪ Upcoming stop arrival times 	
<ul style="list-style-type: none"> ○ Stop <ul style="list-style-type: none"> ▪ Stop name and designator ▪ Routes served ▪ List of next arriving buses and arrival times 	

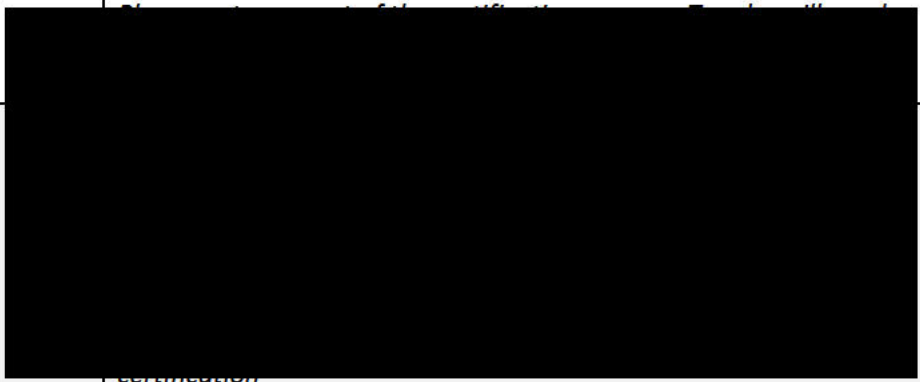
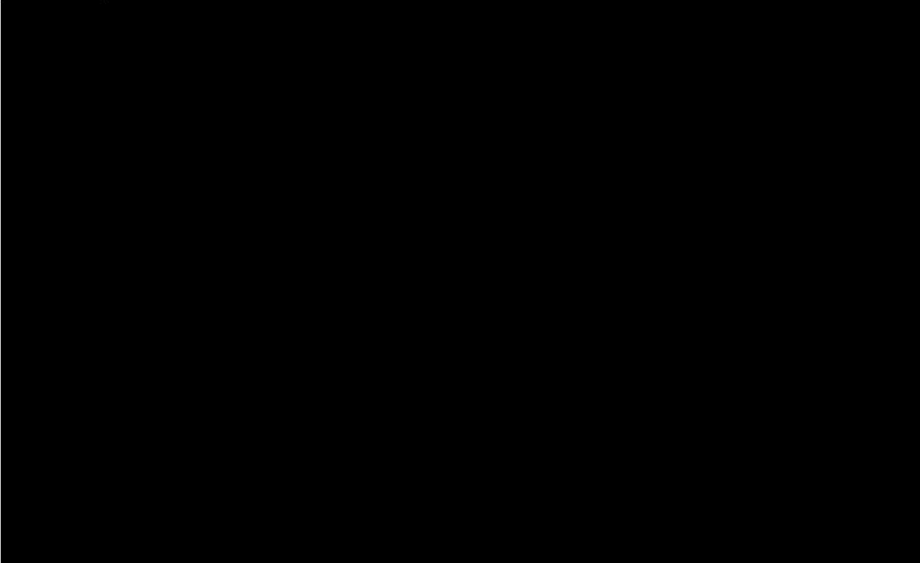
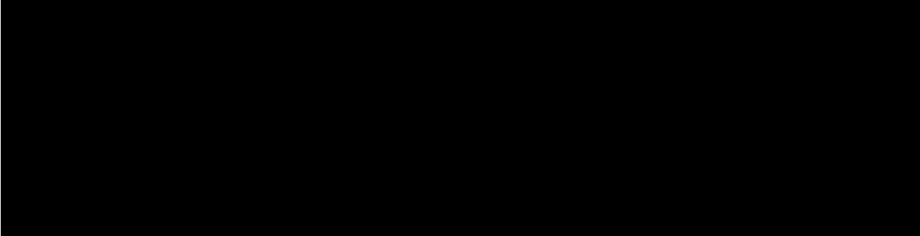
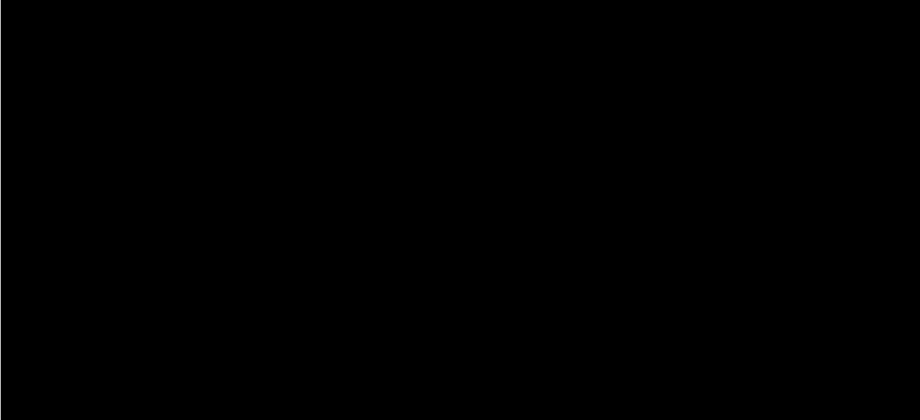
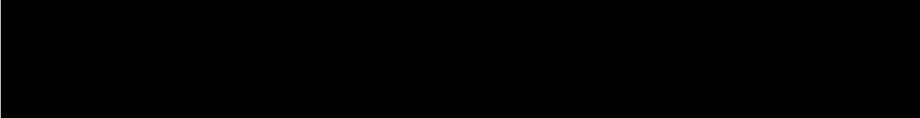
<p>Ability to predict arrival times based on both timepoints only and all stops</p>	
<p>Headsigns on buses running interlined routes or buses changing routes on next trip will update automatically upon approach to the station or other interlining location</p>	
<p>Ability to run reports without vendor intervention or additional cost</p>	
<p>Support for custom report creation with no additional cost</p>	
<p>Provide reporting tool for system performance including, but not limited to: downtime, apps/website usage, number of customer support requests</p>	
<p>Unlimited internal users, or other authorized users, to access the CAD/AVL system at the same time</p>	
<p>99.9% uptime or greater, with over-the-air updates and upgrades included in the license for no additional cost</p>	
<p>Tools to automatically monitor data feed uptime and health</p>	
<p>Automatic processing of GTFS schedule data, up to every hour if changes have occurred. No human input should be required.</p>	

<ul style="list-style-type: none"> • Predictions support GTFS-rt, including: <ul style="list-style-type: none"> ○ GTFS-rt Vehicle Positions, ○ GTFS-rt Trip Updates ○ GTFS-rt ServiceChanges v3.1 	
<ul style="list-style-type: none"> • Predictions factor in real-time service adjustments including: <ul style="list-style-type: none"> ○ Canceled trips ○ Added trips ○ Detours ○ Skipped stops ○ Modified departure times 	
<p>Proof of successful outcomes in GTFS-RT and other elements at a transit agency of similar size around passenger</p>	
<p>Can automatically populate a service alert based on real-time changes to service</p>	
<p>Create and edit real-time service alerts at the system, route, or stop level</p>	
<ul style="list-style-type: none"> • Approved staff can create the following service changes: <ul style="list-style-type: none"> ○ Add trip ○ Cancel trip ○ Create detour ○ Close stop ○ Modify departure times 	

<p>Approved staff can change the assignment of a vehicle, shifting it from one route/trip/block to another</p>	
<p>See real-time changes to service through the real-time vehicle monitoring functionality</p>	
<p>Passenger facing data reflects service changes through GTFS-rt data feeds and continues to provide real-time information and predictions for detoured routes</p>	
<p>Historical data reports include information about changes to service</p>	
<p>CUSTOMER-FACING APP/WEBSITE</p>	
<p>Ability to view on both desktop computers and iOS and Android smartphones with dedicated smartphone app or automatic resizing optimized for mobile screens.</p>	
<p>Display of bus locations in real-time</p>	
<p>Display location of nearest bus stops based on customer smartphone GPS location</p>	
<p>For a defined stop, display list of routes served and upcoming bus arrivals with predicted arrival times</p>	

<p>based on real-time bus performance</p>	
<p>Display full route map with ability to display select individual routes</p>	
<p>Provide link to route data on Topeka Metro website</p>	
<p>Ability for Topeka Metro staff, from the desktop, to post and display system-wide notifications and service alerts to the customer-facing app/website on a scheduled or ad hoc basis</p>	
<p>App will offer trip planning options with single modes, or combination of modes to complete a trip example: walking/transit, bike/transit</p>	
<p>App will currently offer the ability to pay with electronic fare payment. Topeka Metro may not opt to use this feature now, but wants it to be available in the app's current design, rather than having to be designed at a later date.</p>	
<p>PASSENGER CUSTOMER SERVICE SUPPORT</p>	
<p>Automated (SMS) text response service which delivers information about upcoming bus stop arrivals based on customer location or selected bus stop as well as service alerts.</p>	
<p>Automated voice response service (IVR) which delivers information about upcoming bus stop arrivals based on selected bus stop as well as service alerts.</p>	
<p>Vendor will maintain AVR "785-333-1113" for use in IVR operations as a part of this RFP and contract.</p>	

<p>Vendor will integrate use of 2 and 3 digits numbers currently in use by Topeka Metro as identifying numbers for bus stops in IVR and texts that customers seek bus stop arrival estimates. In other words, Topeka Metro can continue using the same numbers to identify each bus stop via IVR and texting etc.</p>	
<p>AUTOMATED PASSENGER COUNTERS (APCs)</p>	
<ul style="list-style-type: none"> Integrate with (or replace) 26 currently installed APC systems (front and rear doors) (all existing equipment is detailed in Appendix 1) 	
<ul style="list-style-type: none"> We have 3 remaining sets from recently retired buses for a total of 26 sets 	
<p>Ability to use GPS data to provide boarding/alighting counts for specific locations</p>	
<p>Ability to transmit APC data in real-time via cellular or mobile data connection</p>	
<p>Ability to store and wirelessly transmit data without loss of data upon return to garage if cellular data service is lost</p>	
<p>Ability to produce passenger reports, including average trip length in support of NTD required reporting</p>	
<p>The vendor will be able to produce data reports from this APC data to provide to Metro or a 3rd party vendor to certify a certification process with the FTA to replace the NTD passenger data validation process.</p>	


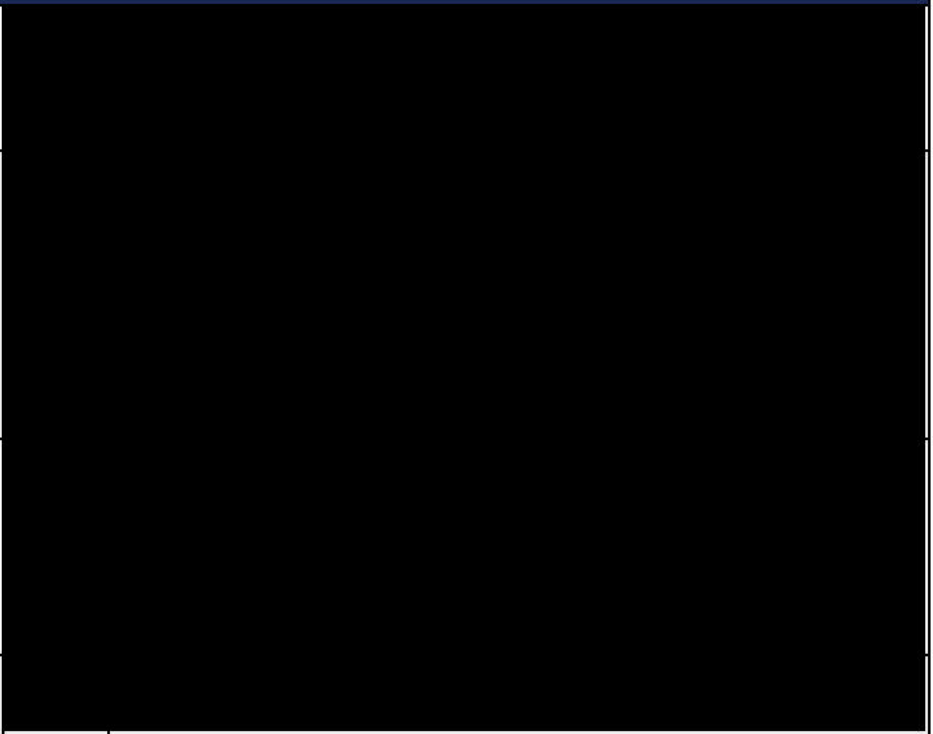
<p>Vendor will provide all needed services to attain NTD certification of passenger counts, average trip length, and all other NTD required passenger reports at no additional charge.</p>	
<p>HARDWARE</p>	
<p>All equipment will be available off-the-shelf, non-proprietary, designed for transit use (please provide references and dates in service for other transit properties)</p>	
<p>All equipment will be warranted for 3 years from date of installation</p>	
<p>Will support onboard or remote login of operators</p>	
<p>Informs vehicle operators of changes to service/detours</p>	

<p>All equipment will provide for battery backup and internal storage to retain data in case of an interruption in power or cellular communications</p>	
<p>Operating temperature range: -40° – 120° F</p>	
<p>All software related troubleshooting matters will be able to be accessed remotely without interface or participation of Topeka Metro.</p>	
<p>Tablet device will have the ability to count passengers in real-time for reporting of passengers per stop if APCs aren't functioning.</p>	
<p>Ability for tablet to be stowed and not require operator confirmation or touch. Transit agency prefers operators not to engage with it once the bus is in service (after the operator signs in)</p>	

VENDOR SUPPORT

<p>Topeka Metro will retain exclusive ownership of all data produced by on-board systems</p>	
<p>Vendor will develop and supply custom reports at no additional cost</p>	
<p>All collected data will be stored for the duration of the service agreement with the ability to transfer data in an openly accessible format at the end of the service agreement for no additional cost</p>	
<p>All collected data will be accessible to Topeka Metro at all times during the duration of the service agreement at no additional cost</p>	
<p>Vendor will supply on-site training for all dispatchers, supervisors, operators, administrators, planners, and maintenance staff at no cost</p>	
<p>Vendor will provide additional remote training via webinar and phone as requested at no additional cost for the duration of the service agreement</p>	
<p>Vendor will supply full Users' Manuals for systems and software at no additional cost. The User manuals will cover initial start-up tasks, regular daily tasks, rebuilding of blocks, routes, trips etc.</p>	

<p>Vendor will be available via email and phone 24/7 and will respond within 1 hour in a personalized manner, not a automatic reply.</p>	
<p>Vendor will be proactive in development of improvements in the supplied products and will provide the most recent stable updates for software and other systems at no additional expense and provide the necessary support and training to ensure successful deployment</p>	
<p>Vendor will notify Topeka Metro (the Agency) of all software updates and provide training to implement any additional functionality and capabilities</p>	
<p>Vendor will include a maintenance/hosting agreement for the first 5 years along with an annual breakdown of the cost to add up to 5 additional one-year extensions</p>	
<p>PREFERRED</p>	
<p>CAD/AVL</p>	
<p>Ability to reuse previously defined detours</p>	
<ul style="list-style-type: none"> • For internal Agency real-time mapping, ability to: <ul style="list-style-type: none"> ○ Customize bus “flags” on real-time map with bus numbers, driver designators, and OTP status, and other bus-specific information 	
<ul style="list-style-type: none"> • Display the following information on mouse-over or click on icon: <ul style="list-style-type: none"> ○ Bus ○ Dwell time ○ Stop ○ Amenities and accessibility ○ Photos 	
<p>Ability to set alerts for performance parameters, e.g. OTP</p>	

<p>parameters, bus speed. These alerts will be sent via email.</p>	
<p>Display available open capacity of bus based on APC data</p>	
<p>Ability to define a speed fence where alerts can be sent if an Agency defined speed is exceeded. These alerts will be sent via email.</p>	
<p>Ability to provide on-bus annunciator announcements in Spanish.</p>	
<p>CUSTOMER FACING APP/WEBSITE</p>	
<p>Display available open capacity of bus based on APC data</p>	
<p>Ability to push notifications about “favorite” stops and routes to app/website users</p>	
<p>Ability to display amenities available at a given stop</p>	
<p>Ability to display a photo of a given stop</p>	
<p>HARDWARE</p>	

<p>All equipment will be warrantied for 5 years from date of installation</p>	
<p>All onboard equipment uses wired connections</p>	
<p>Router(s) will be 5G forward-compatible</p>	
<p>Ability to live-stream on-board surveillance (cameras and audio) through secure link to Topeka Metro operations or authorized law enforcement</p>	
<p>Support for LCD displays onboard buses</p>	
<p>Ability to trigger the playback of MP3 audio files based on geofences with files and geofences loaded remotely from the desktop</p>	



connexionz
SMARTER TRANSIT SOLUTIONS

Level 1 Building 2, 1 Show Place
PO Box 9001, Tower Junction
Addington, Christchurch, New Zealand
Ph +64 (3) 339 4536, Fax +64 (3) 339 4537
www.connexionz.com



Annual
licensing per
unit

Optional items, \$

Hardware per unit

For the following items, there will be no additional labor and travel costs if these units are installed at the same time as the main project.

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

For the following items there will be additional labor, travel, accommodation and freight costs, however these can be minimized if they are installed at the same time as the main project.

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]